

# **Draft Environmental Impact Statement**

## **Point Wells Mixed-Use Redevelopment Project**

**Prepared by Snohomish County**



 **2016**

**Cover letter – to be inserted**

**DRAFT**  
**ENVIRONMENTAL IMPACT STATEMENT**  
  
for the

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**POINT WELLS MIXED-USE  
REDEVELOPMENT PROJECT**

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This Draft Environmental Impact Statement (DEIS) for the proposed *Point Wells Mixed-Use Redevelopment Project* has been prepared in compliance with the State Environmental Policy Act (SEPA) of 1971 (Chapter 43.21C, Revised Code of Washington); the SEPA Rules (Chapter 197-11, Washington Administrative Code); and rules adopted by Snohomish County implementing SEPA (SCC 30.61). Preparation of this DEIS is the responsibility of Snohomish County, and based on a scoping process has directed the areas of research and analysis that were undertaken in preparation of the DEIS. This document is not an authorization for an action, nor does it constitute a decision or a recommendation for an action. Together with the Final EIS (FEIS), it will accompany the Proposed Actions and will be considered in making final decisions concerning the construction, development, and operation of the proposed *Point Wells Mixed-Use Redevelopment Project*.

**Date of Draft EIS Issuance**.....     , 2016

**Date of Draft EIS Public Meeting**.....     , 2016  
**Meeting Time/Location**

**Date Comments are Due on the Draft EIS** .....     , 2016

# PREFACE

The purpose of this Draft Environmental Impact Statement (DEIS) is to:

- Evaluate probable significant adverse environmental impacts that could result from development associated with the Proposed Actions and redevelopment Alternatives, and the No Action Alternative; and
- Identify measures to mitigate those impacts.

This DEIS does not authorize a specific action or alternative nor does it recommend for or against a particular course of action; it is one of several key documents that will be considered in the decision-making process for this project. A list of expected regulatory actions, including: licenses, permits, and approvals is contained in the **Fact Sheet** to this DEIS (pgs. iii-iv). The DEIS, together with the Final Environmental Impact Statement (FEIS) for this project, will accompany the applications specifically associated with the permit processes. The DEIS and FEIS will be considered as the environmental State Environmental Policy Act (SEPA) documents relative to those applications.

The environmental elements that are analyzed in this DEIS were determined as a result of the extended public EIS scoping process, which occurred from February 2, 2014, through April 2, 2014. The SEPA Determination of Significance/Scoping Notice was mailed to numerous agencies and organizations, as well as owners and current occupants of parcels located within 500 feet of the site, all property owners in the Town of Woodway, and additional property owners beyond the 500-foot notification area in the City of Shoreline. Two public Scoping Meetings were held on February 18, 2014; a total of six people signed in at the first meeting and 63 people signed in at the second meeting. During the EIS Scoping period, a total of 168 written comments were received from agencies, organizations, and individuals. Following review of the written comments and testimony at the meeting, Snohomish County determined the issues and EIS Alternatives to be analyzed in this DEIS. They include the following environments: earth; water resources; air quality; energy/greenhouse gases; plants and animals; environmental health; noise; aesthetics/light and glare; land and shoreline use/relationship to plans, policies, and regulations; historic and cultural resources; transportation; public services; utilities; and, fiscal/economic impacts.

The Table of Contents for this DEIS is contained on pgs. vii-x of the **Fact Sheet**. The DEIS is organized into four major chapters:

- **Fact Sheet** (immediately following this Preface) provides an overview of the Proposed Actions and EIS Alternatives, permits and major approvals needed, contact information, and the Table of Contents.
- **Chapter 1** (beginning on page 1-1) briefly describes the Proposed Actions, Redevelopment Alternatives, and No Action Alternative. It also summarizes environmental impacts, mitigation measures, and significant unavoidable adverse impacts.
- **Chapter 2** (beginning on page 2-1) provides a detailed description of the Proposed Actions, Redevelopment Alternatives and the No Action Alternative.

- **Chapter 3** (beginning on page 3-1) contains the analysis of potential impacts in the subject areas mentioned above for the Redevelopment Alternatives and No Action Alternative. It also identifies relevant mitigation measures and potential significant unavoidable adverse environmental impacts.

# FACT SHEET

Name of Proposal	<i>Point Wells Mixed-Use Redevelopment Project</i>
Proponent	BSRE Point Wells, LP, a Delaware limited partnership.
Location	This DEIS analyzes conditions associated with redevelopment of the approximately 61-acre Point Wells site that includes approximately 16 acres of tidelands and 45 acres of uplands. The site is located in the extreme southwestern corner of Snohomish County, immediately north of the City of Shoreline, west of the Town of Woodway, and east of Puget Sound.
Proposed Actions	<p>To implement the Applicant's objective for the site, the Proposed Actions for the <i>Point Wells Mixed-Use Redevelopment Project</i> proposal include:</p> <ul style="list-style-type: none"><li>• Urban Center Site Plan Approval by Snohomish County;</li><li>• Shoreline Substantial Development Permit from Snohomish County;</li><li>• Land Use Disturbing Activity (Grading) Permit from Snohomish County;</li><li>• Short Subdivision Approval by Snohomish County; and</li><li>• Other local, state, and federal permits required for construction and development of the Point Wells Project.</li></ul>
EIS Alternatives	<p>In order to conduct a comprehensive environmental review, two redevelopment alternatives meeting the Applicant's objectives are analyzed in this DEIS: Alternative 1 (Urban Center Alternative) and Alternative 2 (Urban Village Alternative), as well as a No Action Alternative. The EIS Alternatives are summarized below and described in detail in <b>Chapter 2</b> of this DEIS.</p> <p><b><u>Alternative 1 – Urban Center Alternative:</u></b> The site would be redeveloped as a mixed-use urban center, consistent with the Urban Center land use designation/zoning classification of the site at the time complete applications were submitted to the County in 2011. Development would include approximately 3,081,000 square feet (sq. ft.) of residential uses (3,081 residential units), 32,262 sq. ft. of commercial/office uses (with space for police and fire facilities), 94,300 sq. ft. of retail uses, and open space/recreation uses. The maximum building height would be 170 feet.</p> <p>Two building height scenarios are analyzed for Alternative 1: <u>Scenario A</u> – Proposed 170-Foot Maximum Building Height and <u>Scenario B</u> – 90-Foot Maximum Building Height.</p> <p><b><u>Alternative 2 – Urban Village Alternative:</u></b> The site would be redeveloped as a lower density mixed-use urban village similar to what could be</p>

achieved under the current Urban Village land use designation and Planned Community Business zoning classification of the site. The mixed-use development would include the same site plan as Alternative 1. However, fewer residential units are proposed and the maximum building height would be less. Approximately 2,600,000 sq. ft. of residential uses (2,600 units) would be provided under Alternative 2. The same amounts of commercial/office uses with space for on-site police and fire facilities (32,262 sq. ft.), retail uses (94,300 sq. ft.), and open space/recreation uses as Alternative 1 is assumed for Alternative 2. The maximum building height would be 140 feet.

Three potential secondary access routes from the east that could serve both Alternatives 1 and 2 are analyzed in this DEIS: Route 1 – 238<sup>th</sup> Street SW Extension, Route 2 – Extension from 116<sup>th</sup> Avenue W to Urban Village, and Route 2A - A Variation of Route 2.

**Alternative 3 - No Action Alternative:** The site would remain in industrial use; existing underused facilities would likely be renovated where necessary and reused. The site could also be developed in the future in accordance with the uses allowed by the site's current Planned Community Business (PCB) zoning.

Two land use scenarios are analyzed for the No Action Alternative: Scenario A – Continuation of existing conditions, and Scenario B – Reuse of existing underused industrial facilities. Under Scenario A, no redevelopment would occur at this time and existing industrial uses would continue as at present, which would be considered a continuation of nonconforming land uses. Under Scenario B, no redevelopment would occur, but existing industrial uses would continue and current underused facilities would be renovated where needed and reused; this would also be considered a continuation of nonconforming land uses

SEPA Responsible  
Official

**Ryan Countryman, Principal Planner**  
Snohomish County Planning and Development Services  
3000 Rockefeller Avenue, M/S 604  
2<sup>nd</sup> Floor, Robert Drewel Building  
Everett, WA 98201

**Telephone:** 425-388-3311 x2215  
**Email:** [ryan.countryman@snoco.org](mailto:ryan.countryman@snoco.org)

SEPA  
Environmental  
Review<sup>1</sup>

To implement the proposed *Point Wells Mixed-Use Redevelopment Project*, SEPA environmental review and oversight of future site cleanup/remediation of the site will be provided separately by Washington State Department of Ecology (Ecology) under the provisions of the Model Toxic Control Act (MTCA). The impact analysis in this DEIS

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<sup>1</sup> WAC 197-11-060(5)

assumes an existing/baseline condition subsequent to phased cleanup/remediation of the site. Only the probable significant environmental impacts and applicable mitigation measures related to proposed redevelopment of the site are addressed in this DEIS; potential impacts associated with cleanup/remediation activities will be addressed through the separate Ecology SEPA process

This project-level EIS has been prepared for the proposed *Point Wells Mixed-Use Redevelopment Project* based on information that is currently available and that has been prepared in support of this DEIS. It is anticipated that no subsequent environmental review of this proposal will be necessary. If, however, substantial changes occur to the project following issuance of the FEIS or new environmental information is identified, the SEPA Lead Agency may determine that subsequent environmental analysis is necessary in order to address the project changes and/or the new environmental information.

## Required Approvals and/or Permits

Preliminary investigations indicate that the following approvals and/or permits may be required for the proposed *Point Wells Mixed-Use Redevelopment Project* from agencies with jurisdiction.<sup>2</sup> The approvals/permits pertain to development, construction, and operation of redevelopment, and to other regulatory actions that may allow or facilitate development, construction, and operation of the proposed redevelopment. Additional permits/approvals may be identified during the review process associated with specific elements of the project.

### **Snohomish County**

- Urban Center Site Plan Approval
- Shoreline Substantial Development Permits
- Short Subdivision Approval
- Possible Development Agreement Approval

Future permits for construction over the site buildout period could include, but are not limited to:

- Land Use Disturbing Activity (Grading) Permit and other construction permits.

### **Town of Woodway**

- Richmond Beach Drive Improvement Plan Approval
- Right-of-Way Use Permits for road improvements and utilities
- Temporary Construction Permits or temporary easements from private property owners affect by construction of improvements

### **City of Shoreline**

- Street Right-of-Way and Improvement Permit

<sup>2</sup> An agency with jurisdiction is “an agency with authority to approve, veto, or finance all or part of a nonexempt proposal (or part of a proposal)” (WAC 197-11-714 (3)). Typically, this term refers to a local, state, or federal agency with licensing or permitting approval responsibility concerning the proposed project.

- Road Improvement Plan Approval
- Landscape Plan Approval for streetscape
- Temporary Construction Permits or temporary easements from private property owners affected by construction
- Traffic Control Plan Approval for traffic management during construction of improvements
- Possible Haul Route Agreement for impacts to existing streets resulting from construction-related traffic
- Possible Municipal Agreement Approval

**Olympic View Water and Sewer District**

- Developer Extension Agreement
- Water Extension Plan Approval
- Possible Easement Agreement with private property owners to the east

**Ronald Sewer District**

- Developer Extension Agreement
- Sewer Extension and Pump Station Plan Approval

**Washington State Department of Ecology**

- Section 401 Water Quality Certification
- Coastal Zone Management Act Consistency Determination
- Construction Stormwater General Permit

**Washington State Department of Fish and Wildlife**

- Hydraulic Project Approval (HPA)

**Washington State Department of Natural Resources**

- Deepwater Dock Bedland Lease Modification

**Washington State Department of Transportation**

- Channelization and Traffic Signal Design and Construction

**US Army Corps of Engineers**

- Endangered Species Act Section 7 Consultation
- Consistency with Clean Air Act
- National Historic Preservation Act Section 106 Review
- Section 10 Permit

Authors and  
Principal  
Contributors to  
this EIS

The *Point Wells Mixed-Use Redevelopment Project* DEIS has been prepared under the direction of Snohomish County, as SEPA Lead Agency. Research and analysis associated with this DEIS were provided by the following consulting firms:

- **EA** – lead EIS consultant; document preparation; environmental analysis for: Environmental Health; Land Use/Relationship to Plans, Policies, and Regulations; Aesthetics/Light and Glare; and Public Services.
- **Perkins + Will** – Site Planning, Building Design, Visual Simulations

- **David Evans & Associates** – Transportation, Plants and Animals
- **Hart Crowser** – Earth
- **SvR Design Co.** – Water Resources, Utilities
- **HRA** – Cultural and Historic Resources
- **Ramboll ENVIRON** – Air Quality, Energy/Greenhouse Gas Emissions, Noise
- **ECONorthwest** – Fiscal and Economic Impacts

Location of  
Background Data

**EA Engineering, Science and Technology, Inc., PBC**  
2200 Sixth Avenue, Suite 707  
Seattle, WA 98121  
**Telephone:** 206.452.5350

**Snohomish County Planning and Development Services**  
3000 Rockefeller Avenue N/S 604  
2<sup>nd</sup> Floor, Robert Drewel Building  
Everett, WA 98201

Date of Issuance  
of this Draft EIS

**7/29/2016**

Date Draft EIS  
Comments Are  
Due

**7/29/2016**

**Written comments are to be submitted to:**

**Snohomish County Planning and Development Services**  
**Attn:** Point Wells Mixed-Use Redevelopment Project  
3000 Rockefeller Avenue M/S 604  
2<sup>nd</sup> Floor, Robert Drewel Building  
Everett, WA 98201

**Or via email to:** [ryan.countryman@snoco.org](mailto:ryan.countryman@snoco.org)

Date of Draft EIS  
Public Meeting

**7/29/2016 at 6:00 PM**

The open house and public meeting concerning the DEIS is scheduled for:

**SHORELINE CONFERENCE CENTER**  
**18560 1<sup>ST</sup> AVENUE NE**  
**SHORELINE**

The public meeting will include the following schedule:

- **6:00 PM– 6:30 PM– Open House;**
- **6:30 PM– 6:35 PM– Introductions;**
- **6:35 PM– 6:50 PM– Overview of the Proposed Action and EIS Alternatives;**
- **6:50 PM– 7:00 PM– Overview of the EIS Process;**

- **7:00 pm** – Public Comments Regarding the Draft EIS; and
- Concluding Remarks Following Public Comments.

The purpose of the public meeting is to provide an opportunity for agencies, organizations, and individuals to review information on the DEIS and to provide oral or written comments on the DEIS.

## Availability of this Draft EIS

Copies of this DEIS have been distributed to agencies, organizations, and individuals noted on the Distribution List (**Chapter 6** of this document). Notice of Availability of the DEIS has been provided to organizations and individuals that requested to become parties of record, and that provided EIS Scoping comments.

The DEIS can be reviewed at the following public libraries:

A limited number of complimentary copies of this DEIS are available – while the supply lasts -- either as a CD or hardcopy from Snohomish County Planning and Development Services which is located 3000 Rockefeller Avenue, 2<sup>nd</sup> Floor, Robert Drewel Building, Everett, WA. Additional copies may be purchased from Snohomish County for the cost of reproduction.

This DEIS and the appendices are also available online at:

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# **Summary (To Be Provided)**

# CHAPTER 1

## SUMMARY

To Be Provided

# **Description of Proposed Action and Alternatives**

## CHAPTER 2

# DESCRIPTION OF PROPOSED ACTION(S) AND ALTERNATIVES

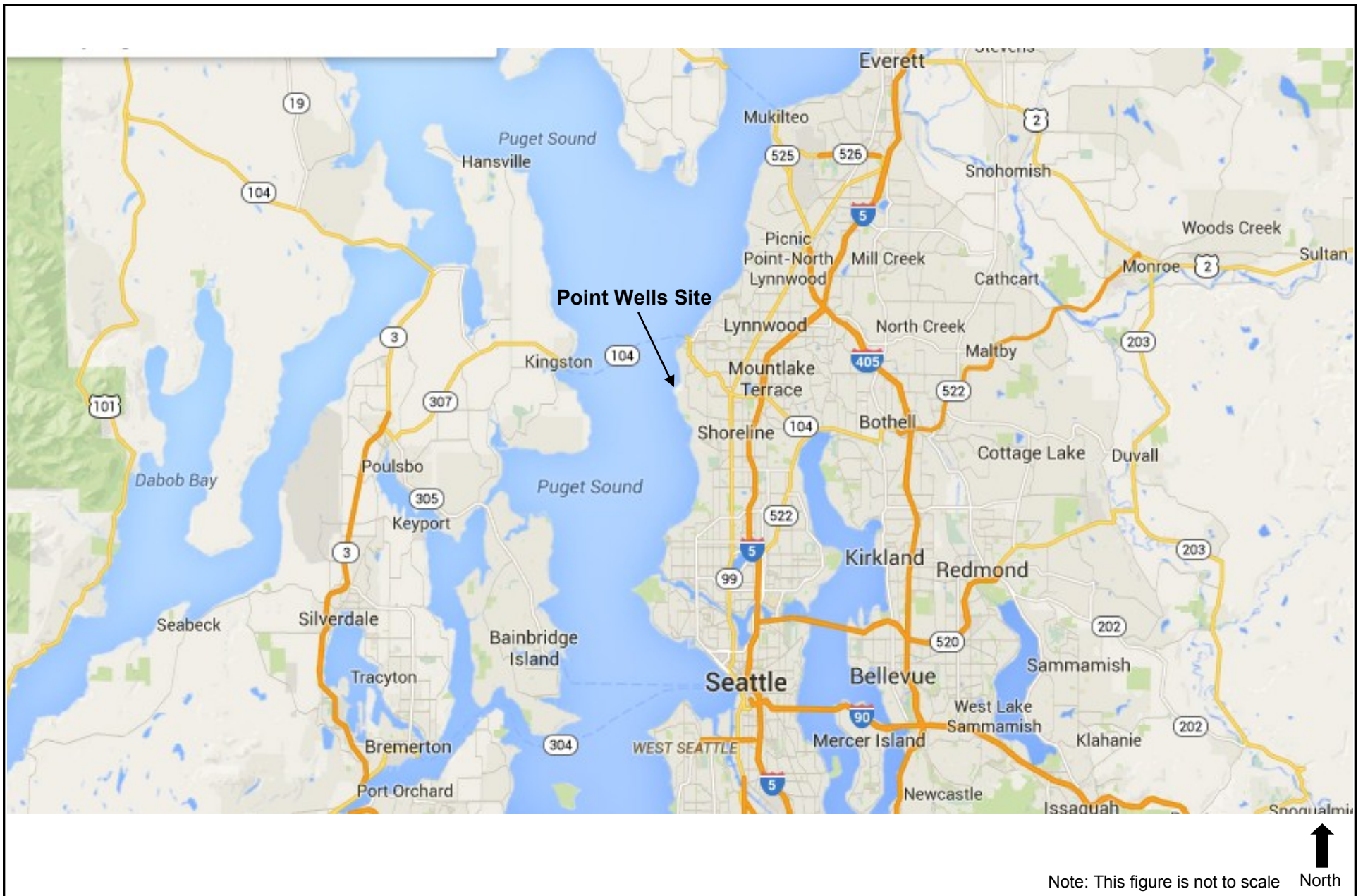
This chapter describes the Proposed Action(s) and alternatives for the *Point Wells Mixed-use Redevelopment Project* (hereafter also the “Point Wells Project”). Background information and a summary of historic site activities are also presented. Please see **Chapter 1** for a summary of the findings of the Draft Environmental Impact Statement (DEIS), and **Chapter 3** for a detailed presentation of the affected environment, probable significant environmental impacts, and mitigation measures for the Proposed Action(s) and alternatives.

### 2.1 INTRODUCTION

The Point Wells site is located in the extreme southwestern corner of Snohomish County, immediately north of the City of Shoreline, west of the Town of Woodway, and east of Puget Sound. Point Wells is in unincorporated Snohomish County as are the immediately adjacent parcels directly east. The site is approximately 61 acres in size (See **Figure 2-1**, Regional Map, and **Figure 2-2**, Vicinity Map.)

Since 2006, the Applicant, BSRE Point Wells, LP, a Delaware limited partnership (BSRE) and its predecessor, a company also affiliated with the site operator Paramount Petroleum Corporation, have been analyzing long-term redevelopment opportunities for the Point Wells site. The Applicant (and Snohomish County) has been working to formulate and implement a phased mixed-use urban development at this location that, if approved and constructed, would convert the site from heavy industrial use into a new urban center with residential, commercial/office, retail, and public service uses, as well as infrastructure improvements and public amenities. The site plan for the Point Wells Project would include new public amenities and opportunities for access to the waterfront that do not exist under current conditions. Full buildout (the date by which the site is assumed to be fully developed) would be expected to occur over a 15 to 20-year period. Actual buildout could vary depending on specific economic and market conditions. For analysis purposes in this EIS, buildout is assumed to be completed by 2035, consistent with the current Snohomish County’s Comprehensive Plan.

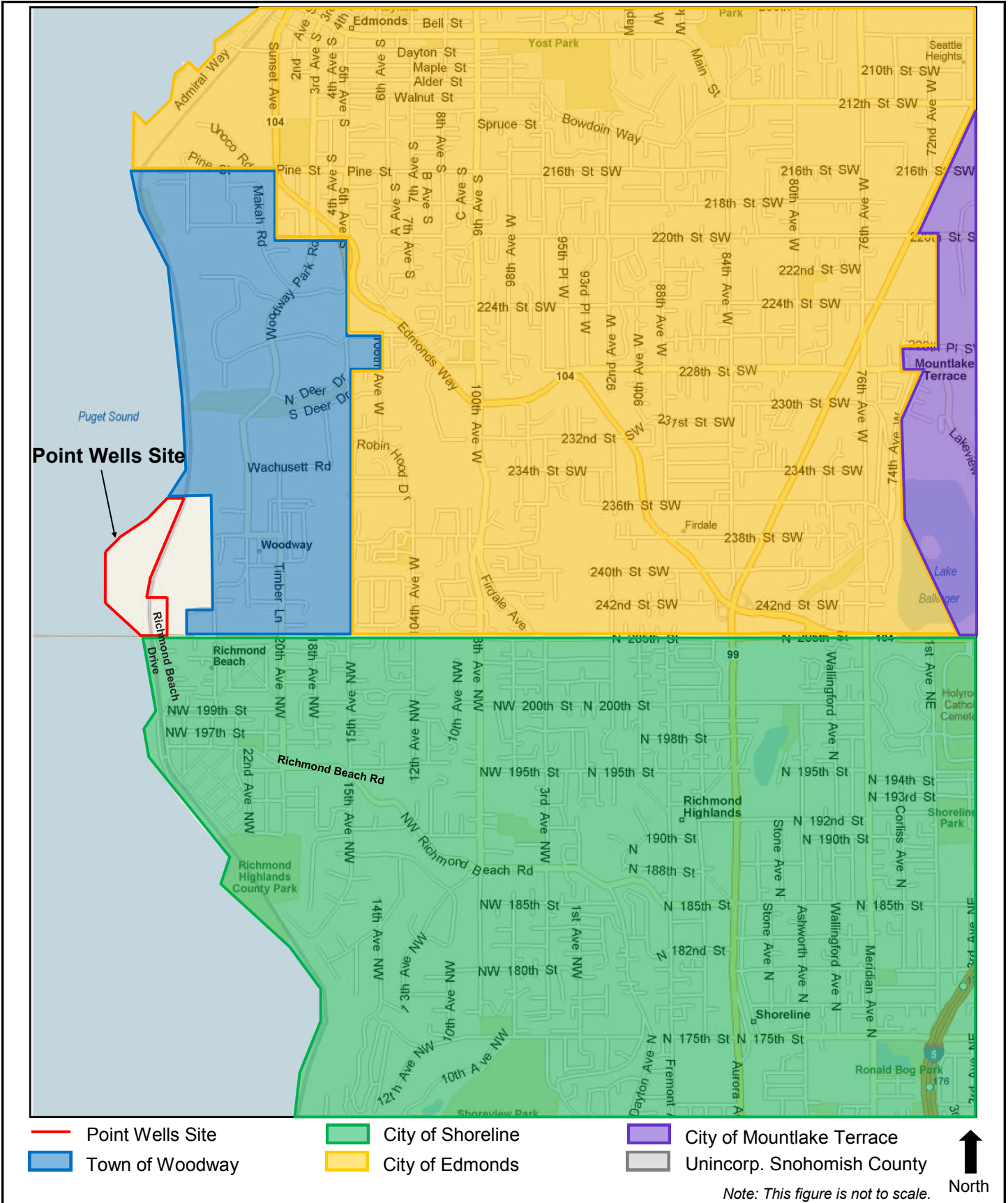
**Point Wells Mixed-Use Redevelopment Project  
Draft EIS**



Source: Google Maps and EA Engineering, 2014.

**Figure 2-1**  
Regional Map

# Point Wells Mixed-Use Redevelopment Project Draft EIS



*Note: This figure is not to scale.*

**Source: Google Maps and EA Engineering, 2015.**



### Figure 2-2

Vicinity Map

Contaminants are present in the site soil and groundwater from past industrial uses. The site will undergo cleanup/remediation by Washington State Department of Ecology (Ecology) under the provisions of the Model Toxic Control Act (MTCA)<sup>1</sup>. There will likely be some overlap between the later phases of cleanup and early phases of construction of the Point Wells Project on portions of the site that have already been cleaned up.

## 2.2 BACKGROUND

Below is a summary of key planning, State Environmental Policy Act (SEPA) environmental review, and legal milestones that have occurred since 2005 related to the *Point Wells Mixed-Use Redevelopment Project* (see **Figure 2-3**, Point Wells Milestone Timeline).

### Snohomish County Comprehensive Plan and EIS (2005)

Per the Washington State Growth Management Act (GMA, RCW 36.70A), Snohomish County must update its Comprehensive Plan on a regular schedule. A major update to the County Comprehensive Plan was completed in 2005 and addressed the 2005 – 2025 planning period. The County prepared a programmatic EIS on the 2005 Update in compliance with SEPA (RCW 43.21C). The land use designation for the Point Wells site in the 2005 Comprehensive Plan was Urban Industrial (UI) and the associated zoning classification was Heavy Industrial (HI).

### Snohomish County Comprehensive Plan Amendment and SEIS (2009 - 2010)

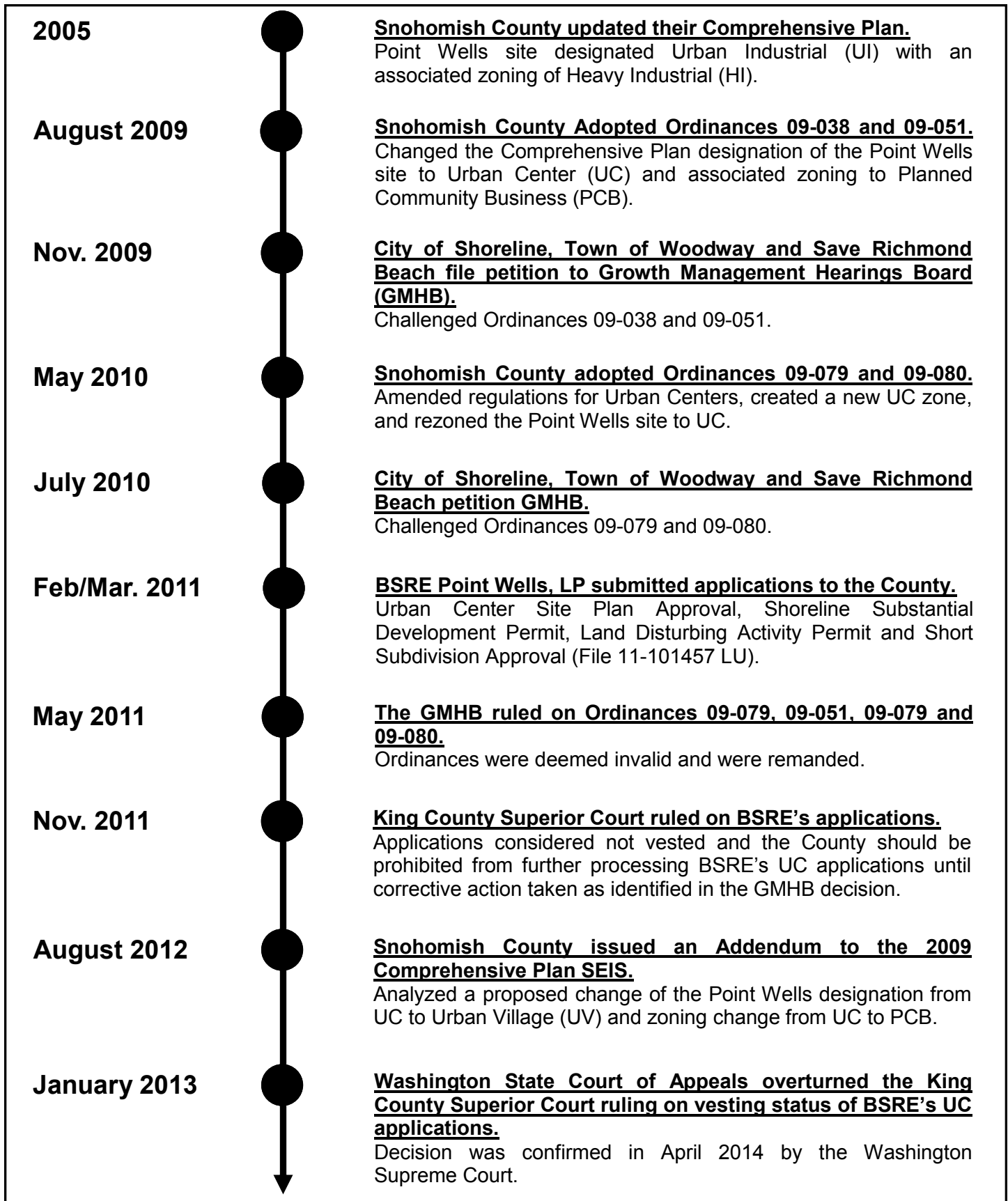
Annual amendments to the Snohomish County Comprehensive Plan are proposed in accordance with GMA and Snohomish County Code Title 30.74. In 2006, Paramount of Washington, LLC, proposed a Comprehensive Plan amendment to change the Comprehensive Plan designation of the Point Wells site to Urban Center (UC) and to rezone the site to Planned Community Business (PCB). Programmatic environmental review of the proposed Comprehensive Plan amendments was provided in the *Draft and Final Supplemental Environmental Impact Statement (SEIS) Docket XIII Comprehensive Plan Amendment – Paramount of Washington LLC*, published in February 2009, and June 2009, respectively.

In August 2009, after issuance of the Final SEIS, the County Council adopted Ordinances 09-038 and 09-051 amending certain policies and text in the Land Use chapter of the County's Comprehensive Plan and changing the Comprehensive Plan land use designation of the

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<sup>1</sup> The Washington State Model Toxics Control Act, Chapter 70.105D RCW (MTCA) creates a comprehensive regulatory scheme to identify, investigate, and clean up contaminated properties that are, or may be, a threat to human health or the environment. MTCA was adopted by the state legislature in 1989 in order to raise funds to clean up contaminated sites and to prevent the creation of future hazardous waste sites. The Washington State Department of Ecology (Ecology) is the lead agency responsible for the implementation and enforcement of MTCA.

**Point Wells Mixed-Use Redevelopment Project  
Draft EIS**



Source: EA Engineering, 2015.

Point Wells site from Urban Industrial (UI) to Urban Center (UC); and, rezoning the site on an interim basis from Heavy Industrial (HI) to Planned Community Business (PCB).

In May 2010, the County adopted Ordinances 09-079 and 09-080 amending its development regulations for Urban Centers, creating a new UC zone, and rezoning the Point Wells site to UC.

## **Snohomish County Comprehensive Plan Update (2015)**

In July 2015, Snohomish County updated its Comprehensive Plan, extending the previous plan's growth horizon to 2035. The updating process included preparation of a programmatic EIS. Policies and elements of the Comprehensive Plan were updated, taking into account population and employment growth in the County over the next 20 years including from the proposed Point Wells redevelopment. With this growth there will be increases in demand for residential, commercial and industrial land, parks, schools, services, utility facilities, and roads. The 2015 Comprehensive Plan focuses on future land use needs in unincorporated urban areas, but links to planning in cities, rural areas, and tribal lands. The Comprehensive Plan designation of the Point Wells site continues to be UC.

## **Growth Management Hearings Board & Related Challenges/Decisions (2009 – 2014)**

In November 2009 and July 2010, City of Shoreline, Town of Woodway, and Save Richmond Beach filed separate petitions to the Central Puget Sound Growth Management Hearings Board (GMHB) challenging the County's adoption of Ordinances 09-038, 09-051, 09-079, and 09-080. The cases were consolidated into one appeal challenging all four County ordinances. City of Shoreline, Town of Woodway and Save Richmond Beach, et al., v. Snohomish County and BSRE Point Wells, LLP Consolidated Case Nos. 09-3-0013c and 13-3-0011c.

On February 14, 2011, BSRE submitted a Short Subdivision application for the Point Wells Project. On March 4, 2011, BSRE submitted the following applications for the project: Urban Center Site Plan Approval, Shoreline Substantial Development Permit, Land Disturbing Activity (Grading) Permit, and Building Permit (File No. 11-101457 LU). The County determined that these applications were complete as of these dates.

On February 14, 2011, the Shoreline City Council adopted Ordinance 596 amending its Point Wells Subarea Plan, and imposing a 4,000 average daily trip (ADT) limit on Richmond Beach Drive. Key policies contained in the amended Subarea Plan include Policies PW-9 and PW-12. Policy PW-9 states, in part, that to enable appropriate traffic mitigation of future development at Point Wells, the developer should fund preparation of a Transportation Corridor Study as the first phase of a Transportation Implementation Plan, under the direction of the City, with input and participation of Woodway, Edmonds, Snohomish County and Washington State Department of Transportation (WSDOT). Policy PW-12

designates Richmond Beach Drive between NW 199<sup>th</sup> Street and NW 205<sup>th</sup> Street as a local street with a maximum capacity of 4,000 ADT. Policy PW-12 further indicates, in part, that *unless and until* the Transportation Corridor Study and Mitigation Plan called for in Policy PW-9 is provided, and sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment. In April 2011, BSRE challenged Shoreline's adoption of Ordinance 596 for procedural defects and inconsistency with Snohomish County's Comprehensive Plan. Prior to the GMHB proceeding with the challenge, BSRE and the City (with the GMHB's approval) stayed further proceeding so that the Transportation Corridor Study and Mitigation Plan could be completed (which Ordinance 596 calls for as a precondition of reclassification of the segment of Richmond Beach Drive).

The Shoreline, Woodway, and Save Richmond Beach petitions were heard by the GMHB as one consolidated matter. In May, 2011, the GMHB determined that Ordinances 09-038 and 09-051 (changing the Comprehensive Plan designation of the site to UC and the zoning classification of the site to PCB) were invalid, and remanded these ordinances, as well as Ordinances 09-079, and 09-080 (amending the County's UC development regulations, creating a UC zone, and rezoning the site to UC) to the County for corrective action. The GMHB indicated that Ordinances 09-038 and 09-051 did not meet GMA requirements and were not guided by planning goals in RCW 36.70A.020. The GMHB also found that the 2009 Comprehensive Plan Amendment SEIS did not comply with SEPA requirements in that a less dense alternative should also have been analyzed. Because the SEPA review for Ordinances 09-079 and 09-080 relied on the SEPA review for Ordinances 09-038 and 09-051 which it determined should have included the review of a less dense alternative, the GMHB determined that SEPA review for Ordinances 09-079 and 09-080 was also deficient.

In September 2011, Woodway and Save Richmond Beach sought a declaratory ruling from King County Superior Court that BSRE's UC applications did not vest under the County's UC development regulations due to SEPA noncompliance. The Superior Court was also asked to prohibit the County from processing BSRE's applications until such time as the SEPA deficiencies were corrected.

In November 2011, the King County Superior Court ruled that BSRE's applications were not vested and that Snohomish County should be prohibited from further processing BSRE's UC applications until the County took action to correct the SEPA deficiencies identified in the GMHB's decision. Town of Woodway and Save Richmond Beach v. Snohomish County and BSRE Point Wells, LP, King County Superior Court No. 11-2-31315-8.

In August 2012, the County issued the *Addendum to the Final Docket XIII Comprehensive Plan Amendment SEIS*. The Addendum was prepared to supplement the 2009 Comprehensive Plan Amendment SEIS and meet the specific requirements of the GMHB decision. The Addendum provided programmatic analysis of the impacts of an additional less dense non-project alternative in compliance with a proposed change of the Comprehensive Plan designation of the site from UC to Urban Village (UV); amendments to

the General Policy Plan; a zoning reclassification of the site from UC to PCB; and, amendments to County development regulations.

In January 2013, Division I of the Washington State Court of Appeals overturned the King County Superior Court ruling regarding the vested status of BSRE's applications and voided the injunction regarding the County's further processing of the BSRE. With the Court of Appeals decision, the vested status of BSRE's applications for the Point Wells was confirmed and the County could renew its processing of the applications under the County's UC zoning and other applicable development regulations in effect in 2011. Town of Woodway and Save Richmond Beach v. Snohomish County and BSRE Point Wells, LP, 172 Wn. App. 643, 291 P.3d 278 (2013). Under Washington's vesting rules, a permit application is to be judged under those regulations in place upon the date of submittal of a complete permit application. Future changes in those regulations may not be applied against a vested application. On April 10, 2014, the Washington Supreme Court upheld the State Court of Appeals decision, and confirmed that BSRE's application vested to the regulations in place on the date when applications were submitted in 2011 (e.g., the UC zoning of the site at that time). 180 Wn.2d 165, 322 P.3d 1219 (2014).

#### Memorandum of Understanding between BSRE and City of Shoreline (2013)

In April 2013, BSRE and City of Shoreline executed a Memorandum of Understanding (MOU). As part of the MOU, BSRE and the City agreed to conduct a Transportation Corridor Study to evaluate the Point Wells Project's transportation impacts on the Shoreline community (e.g., on transportation facility operations and safety), and identify appropriate mitigation. This study would examine the effects of additional traffic on the corridor including Richmond Beach Drive NW, Richmond Beach Road NW, surrounding side streets and other major intersections along N 185th Street to I-5. This analysis would serve as the basis for identifying required improvements to the corridor. The Transportation Corridor Study would include an extensive public participation process which would involve at least eight public meetings and a full review and approval by the Shoreline City Council. The assumptions, methodology, and conclusions of the Transportation Corridor Study would be reviewed by independent traffic consultants retained by Shoreline. Similarly, the study would be peer reviewed by an independent consultant selected by Snohomish County. The results, including identified impacts and proposed mitigation of the study, will be incorporated into the Point Wells EIS (portions of this study are included in the transportation analysis prepared for this DEIS).

In the MOU, the City also agreed to submit amendments to its Point Wells Subarea Plan and other elements of the Shoreline Comprehensive Plan to allow road capacities associated with mitigation measures in the corridor, consistent with recommendations of the Transportation Corridor Study. The amendments were initially docketed for 2013, but have been carried forward to the 2016 Comprehensive Plan Docket, following completion of the Transportation Corridor Study.

## 2.3 ENVIRONMENTAL REVIEW PROCESS AND PURPOSE

### SEPA EIS and Lead Agency

SEPA provides the framework for agencies to consider the environmental consequences of a proposal before taking action on it. It also gives agencies the ability to condition or deny a proposal due to identified likely significant adverse impacts. The Act is implemented through the SEPA Rules, Chapter 197-11 WAC.

The lead agency is the agency responsible for all procedural aspects of SEPA compliance (e.g., preparation of an EIS). The responsible official represents the lead agency and is responsible for the documentation and the content of the environmental analysis.

For purposes of the Point Wells Project, Snohomish County Planning and Development Services (PDS) is serving as the SEPA lead agency, and the Snohomish County PDS Director is serving as the responsible official for the SEPA review.

For purposes of the cleanup/remediation plans and actions on the site, Ecology is the responsible entity, and will conduct separate SEPA review. The analysis in this DEIS assumes that the site has been remediated in a manner and at times consistent with such terms and conditions as may be required by Ecology in connection with its independent review.

### Determination of Significance and EIS Scoping

On February 14, 2011, the Applicant submitted an application for Short Subdivision Approval for the Point Wells Project. On March 4, 2011, the Applicant submitted for the following permits and approvals on the Point Wells Project: Urban Center Development Application and Site Plan Approval, Shoreline Substantial Development Permit, Land Disturbing Activity (Grading) Permit, and Building Permit. Snohomish County, as SEPA lead agency, determined that the project is likely to have a significant impact on the environment. As a result, an EIS is required, per RCW 43.21C.030(2)(c).

On February 2, 2014, the County issued a Determination of Significance (DS) and Request for Comments on the Scope of the EIS. The DS indicated that the extended 30-day EIS scoping period would end on March 3, 2014, and that two public meetings would be held during scoping to provide opportunities for the public to learn more about the Proposed Actions and to provide input on the scope of the EIS. A second scoping notice was issued on March 12, 2014 and a new 21-day scoping period was provided, ending on April 2, 2014.

The two EIS public scoping meetings were held on February 18, 2014. During these meetings, the public was encouraged to provide both written and/or verbal comments on the scope of the EIS. A total of 6 people signed in at the first meeting, and a total of 63

people signed in at the second meeting. There were informal presentations and question/answer sessions provided at both meetings.

During the EIS scoping comment period, a total of 168 comment letters/emails were received. All of the comment letters/emails are available for review at Snohomish County PDS (see **Appendix A** for further information on the scoping process and a summary of the scoping comments).

Following EIS scoping, the County identified the following EIS alternatives and elements of the environment to be analyzed in this DEIS:

### **EIS Alternatives**

**Alternative 1 – Urban Center Alternative:** The site would be redeveloped as a mixed-use urban center, consistent with the UC land use designation/zoning classification of the site at the time complete applications were submitted to the County in 2011. Development would include approximately 3,081,000 square feet (sq. ft.) of residential uses (3,081 units), 32,262 sq. ft. of commercial/office uses (with space for on-site police and fire facilities), 94,300 sq. ft. of retail uses, and open space/recreation uses.

**Alternative 2 – Urban Village Alternative:** The site would be redeveloped as a lower density mixed-use development similar to what could be achieved under the current UV land use designation and PCB zoning classification of the site. The mixed-use development would include the same site plan as Alternative 1. However, the maximum building height would be less. Approximately 2,600,00 sq. ft. of residential uses (2,600 units) would be provided under Alternative 2. The same amounts of commercial/office uses with space for on-site police and fire facilities (32,262 sq. ft.), retail uses (94,300 sq. ft.), and open space/recreation uses as Alternative 1 is assumed for Alternative 2.

**Alternative 3 – No Action Alternative:** The site would remain in industrial use, with possible reuse of existing underused industrial facilities. The site could also be developed in the future in accordance with the uses allowed by the site's current PCB zoning. (Additional description of the EIS alternatives is provided later in this chapter.)

### **Elements of the Environment**

- |                           |  |
|---------------------------|--|
| • Earth                   | Relationship to Plans and Policies   |
| • Water Resources         |  |
| • Air Quality             | • Aesthetics/Light and Glare   |
| • Energy/Greenhouse Gases | • Historic and Cultural Resources  |
| • Plants and Animals      | • Transportation   |
| • Environmental Health    | • Public Services (Police, Fire/Emergency Services, Schools, Parks and Recreation) |
| • Noise                   | • Utilities (Sewer, Water)   |
| • Land and Shoreline Use/ | • Fiscal/Economic Impacts  |

## Purpose of EIS Analysis

Per WAC 197-11-400, an EIS is an objective, impartial evaluation of the environmental consequences of a proposed project. It is a tool that will be used by Snohomish County, other agencies, and the public in the decision-making process for the *Point Wells Mixed-Use Redevelopment Project*. An EIS does not recommend for or against a particular course of action.

This is a project-level DEIS for the Point Wells Project, and is Snohomish County's analysis of probable significant environmental impacts of the Proposed Actions and alternatives for the elements of the environment listed above. The DEIS has been issued and distributed to agencies, tribes, organizations, and the public for review as part of a public comment period. A public meeting will be held following issuance of the DEIS to provide another forum to gather comments on the DEIS (see the **Fact Sheet** for the date and location of this meeting). Comments on the DEIS can be given in writing or verbally at the public meeting or in writing at any time during the 30-day comment period. Upon request by agencies or the public, Snohomish County may grant an extension of up to (and not more than) fifteen days to the comment period (WAC 197-11-455(7)).

Based on the comments received on the DEIS, a Final EIS (FEIS) will be prepared as the final step in the EIS process. The FEIS will provide responses to comments received on the DEIS from agencies, organizations, and the public, and may contain clarifications to the analysis of environmental impacts. The DEIS and FEIS together will comprise the document that the County will use – along with other analyses and public input –to make decisions on the proposed Point Wells Project.

After the FEIS is issued, County staff will make recommendations to the decision-makers on the Point Wells Project. A public hearing will be held as part of the decision-making process on the project. Ongoing opportunities for public input will occur during the process.

This project-level DEIS has been prepared for the proposed *Point Wells Mixed-Use Redevelopment Project* based on information that is currently available and that has been prepared for this DEIS. It is anticipated that no subsequent environmental review of this proposal will be necessary. If, however, substantial changes occur to the project following issuance of the FEIS or new environmental information is identified, the County may determine that subsequent environmental analysis is necessary in order to address the project changes and/or the new environmental information. Changes to the project that would not require additional SEPA review could include minor revisions to the site plan or reductions to the number of units or commercial square footage proposed. Changes that would require additional SEPA review include increasing the number of units or commercial square footage. Some changes, such as modifications to public amenities or minor adjustments to building heights, would need to be evaluated by the lead agency (Snohomish County or its successors) to determine whether additional environmental review is necessary.

## Prior Environmental Review

SEPA environmental review has been accomplished by Snohomish County for several prior actions related to the *Point Wells Mixed-Use Redevelopment Project*. These documents are incorporated by reference into this EIS, per WAC 197-11-635:

- *DEIS for Snohomish County GMA Comprehensive Plan 10-Year Update* (May 2004);
- *FEIS for Snohomish County GMA Comprehensive Plan 10-year Update* (December 2005);
- *Draft Supplemental EIS for Final Docket XIII Comprehensive Plan Amendment – Paramount of Washington LLC* (February 2009);
- *Final Supplemental EIS for Final Docket XIII Comprehensive Plan Amendment – Paramount of Washington LLC* (June 2009);
- *Addendum No. 1 to the Final Supplemental EIS for “Final Docket XIII Amendments to the GMA Comprehensive Plan – Paramount of Washington, LLC”* (August 2012);
- *DEIS for Snohomish County Comprehensive Plan 2015 Update* (September 2014); and,
- *FEIS for Snohomish County Comprehensive Plan 2015 Update* (June 2015).

## Other Related Environmental Review

Petroleum and metals-related contaminants are present in the soil and groundwater beneath the site from past industrial activities. Currently, a groundwater pumping and treatment system operates on the site to treat the contamination in the groundwater. The site remediation actions are being conducted by Paramount Petroleum under the requirements of Ecology.

To implement the proposed *Point Wells Mixed-Use Redevelopment Project*, the current remediation program will be expanded and accelerated. SEPA environmental review and oversight of future site cleanup/remediation will be provided separately by Ecology under the provisions of the Model Toxic Control Act (MTCA). The site will undergo cleanup/remediation pursuant to the requirements of the Agreed Order/Consent Decree<sup>2</sup> process to be defined by Ecology. Cleanup/remediation of the site is expected to take approximately 10 to 15 years. There would likely be some overlap between later phase of cleanup and early construction of the Point Wells Project on portions of the site that have already been cleaned up. As part of the cleanup/remediation process, applicable cleanup methods will consider potential redevelopment plans for the site. Certain activities related

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<sup>2</sup> A consent decree is a formal legal agreement filed in court. In terms of the MTCA, the work requirements in the decree and the terms under which it must be done are negotiated and agreed to by the potentially liable person, Ecology and the state Attorney General's office. Unlike a consent decree, an agreed order is not filed in court and is not a settlement. Rather, it is a legally binding administrative order issued by Ecology and agreed to by the potentially liable person.

to redevelopment, such as grading, stormwater control, and utility/building construction, would take into account the final clean up/remediation plan.

This DEIS briefly summarizes the history of the Point Wells site and the site's current condition; refers to the Ecology MTCA process and its regulatory requirements; and, discusses protocols and institutional controls that will ultimately set out requirements and compliance methods for construction and long-term redevelopment of the site. The DEIS impact analyses assume an existing/baseline condition subsequent to phased cleanup/remediation of the site. The probable significant environmental impacts and applicable mitigation measures related to proposed redevelopment of the site are the focus of this DEIS; potential impacts associated with cleanup/remediation activities will be addressed through the separate Ecology SEPA process (see Section 3.5, **Environmental Health**, for details).

## 2.4 SITE DESCRIPTION

The Point Wells site is located in the extreme southwestern corner of Snohomish County, immediately north of the City of Shoreline, west of the Town of Woodway, and east of Puget Sound. Point Wells is in unincorporated Snohomish County as are the immediately adjacent parcels directly to the east. The site is approximately 61 acres in size, with approximately 16 acres of tidelands and 45 acres of uplands. About 56 acres of the site are located adjacent to the Sound (the "Lower Bench"); the remaining approximately 5 acres are located on the east side of BNSF-owned right-of-way and railroad track that pass north/south through the site (the "Upper Bench"). (See **Figure 2-1**, Regional Map, and **Figure 2-2**, Vicinity Map.)

## 2.5 SITE HISTORY

The following provides a brief history of the site. See Section 3.7, **Land Use**, and Section 3.10, **Historic and Cultural Resources**, for details on the site's history.

### General Site History

No cultural or archaeological resources have been found onsite to date. However, the site represents a land form type that often was used in prehistory as a residential and resource gathering location by Northwest Coast Indian Tribes. The majority of the site was formerly a saltwater marsh with a number of small creeks discharging to Puget Sound. In the late 1890s-early 1900s, the site and adjacent area was used for farming, cattle grazing, a wooden barrel manufacturing facility, and a shipyard. A dock was built as early as 1890 that served the shipyard. The Point Wells industrial facility was reportedly constructed in 1912 by the company that is now known as Shell Oil Company. In 1913, Standard Oil purchased the site. The site was filled and paved for industrial use, and the creeks were piped and channeled through the site. Over the years, Standard Oil became known as Chevron Oil

Company. Chevron used the facility as an asphalt petroleum refinery and light products/lube oil distribution terminal. The various types of petroleum products stored and/or processed at the site included crude oil, asphalt products, lubrication oils, fuel oils, aviation fuels, motor vehicle and marine vessel fuels, and thinners. The light products/lubrication oil distribution terminal and refinery are no longer in operation (refinery operations ceased in 2000), although the facility continues to operate as a marine fuel and asphalt distribution center.

Prior to 1960, the site had two means of vehicular access. The primary access was from Richmond Beach Road to the south; the secondary access -- known as Heberlein Road -- was from the top of the bluff to the east. The secondary access was abandoned in the '60s due to landslide issues.

In 2005, a company affiliated with Paramount Petroleum Corporation purchased the real property at Point Wells from Chevron, and Paramount Petroleum Corporation acquired the marine fuel and asphalt distribution operation from Chevron. In 2006, the property was sold to a subsidiary of Alon USA, Inc. At the same time, ownership of Paramount Petroleum Corporation was sold to a subsidiary of Alon USA, Inc. In 2010, the real property was sold to BSRE which retains ownership to this day. The marine fuel transfer and asphalt distribution facility continues to be operated by Paramount Petroleum Corporation under the terms of an agreement with BSRE.

## 2.6 EXISTING SITE CONDITIONS

As indicated in **Section 2.1**, the Point Wells site includes approximately 61 acres, with approximately 16 acres of tidelands and 45 acres of uplands. The site is located in the southwestern portion of Snohomish County, within Section 35, Township 27 North, Range 3 East (see **Figure 2-2**, Vicinity Map). The site is currently divided into 7 parcels: 6 parcels in the western portion of the site and 1 parcel in the eastern portion of the site (see **Figure 2-4**, Parcel Map).

Below is general information on existing site topography, vegetation, water resources, land uses, vehicular/pedestrian access, and utilities; as well as Comprehensive Plan, zoning, and shoreline designations.

### Existing Natural Environment

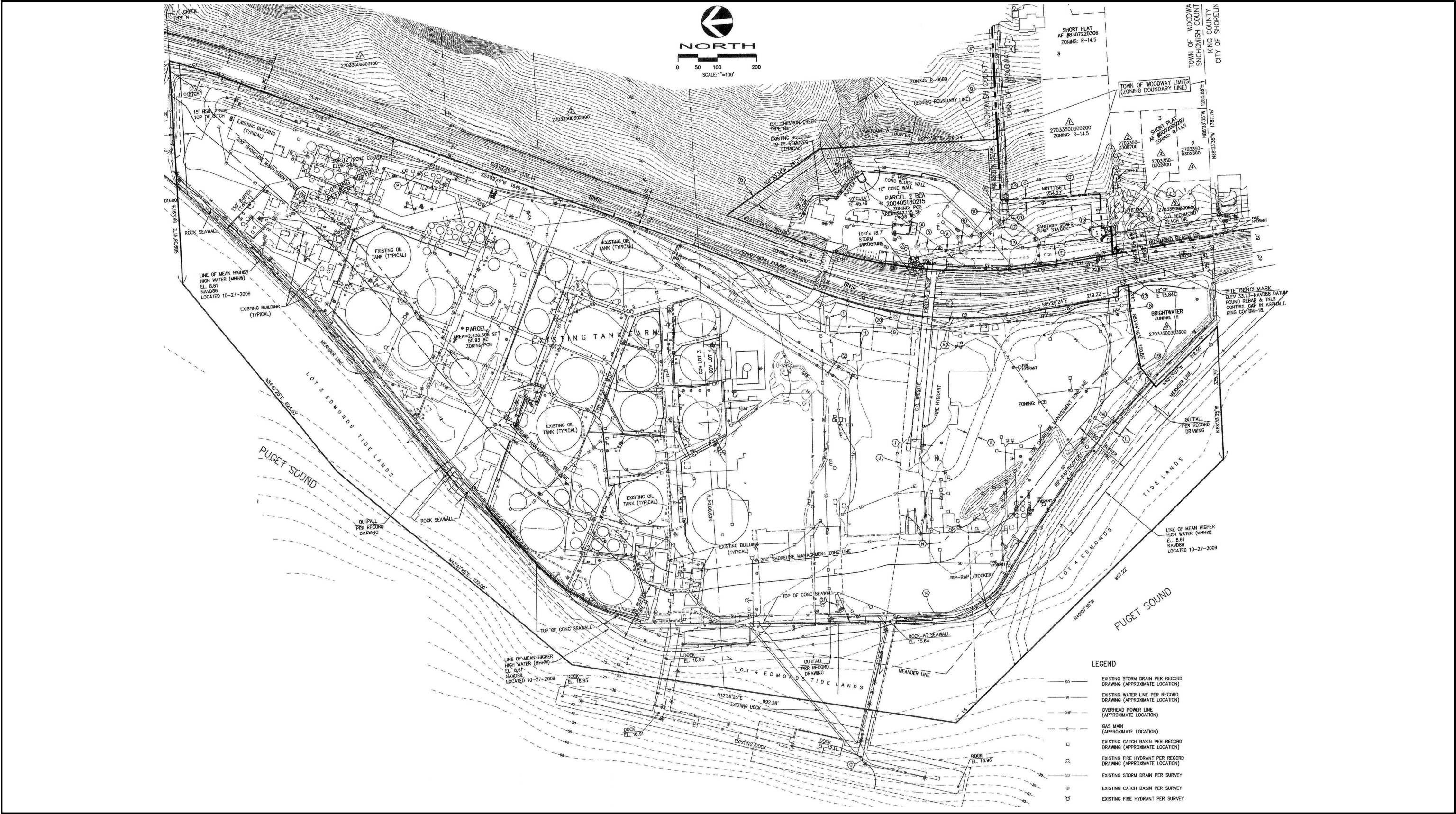
The site is generally level. A limited steep slope area is present along the eastern edge of the site's Upper Bench, to the east of the BNSF railroad line. The site's Lower Bench, which sits adjacent to and to the east of Puget Sound, is about 10 to 20 feet above sea level behind a concrete, timber, and steel sheet pile seawall and rock bulkhead. The Upper Bench is about 50 feet higher in elevation than the Lower Bench. An approximately 150 to 220-foot high bluff adjoins the Upper Bench offsite to the east (see **Figure 2-5**, Existing Site Conditions, Section 3.1, **Earth**, and **Appendix C** for details).



**EA Engineering,  
Science, and  
Technology, Inc.**

**Figure 2-4**  
Existing Site Parcels

# Point Wells Mixed-Use Redevelopment Project Draft EIS



Source: David Evans and Associates, 2010.



**Figure 2-5**  
Existing Site Conditions

Minimal vegetation is currently present onsite due to the site's long-term industrial use. Most of the site's limited vegetation is located adjacent to the off-site steep slope along the eastern edge of the site's Upper Bench (see Section 3.4, **Plants and Animals** and **Appendix F**, for details). Puget Sound is located to the west of the site, and the site includes approximately 2/3 mile of shoreline. Portions of several streams are located on and adjacent to the site, including "Chevron Creek" and "South Creek". These streams are currently channeled through ditches and conveyance systems onsite before discharging to the Sound. Wetlands have been identified adjacent to the site, along the site's north and east boundaries, as well as on the slope to the east of the site (see Section 3.3, **Water Resources**, Section 3.4, **Plants and Animals**, and **Appendix F** for details).

## Existing Land Uses

The site presently contains more than 24 buildings and assorted structures, and over 85 above-ground tanks of various sizes. Most of these structures are related to petroleum products storage, processing, and distribution. An approximately 1,050-foot long, 60-foot wide active deepwater dock is located on the western edge of the site.

The dock and a portion of the piers are located on property owned by the State of Washington and leased by the Department of Natural Resources pursuant to an Aquatics Land Lease. A smaller, currently unused wooden pier and dolphin in deteriorating condition are located to the north of the large dock. This pier and dolphin are neither owned nor used by either BSRE or Paramount Petroleum Corporation.

**Table 2-1** presents a breakdown of the existing site conditions (also see **Figure 2-5**, Existing Site Conditions). As shown in **Table 2-1**, approximately 43.3 acres of the upland area (areas above the Mean Higher High Water (MHHW) of the site (89 percent) is presently in impervious surface areas such as buildings, tanks, and pavement. Approximately 5.1 acres of the upland area (11 percent) is presently in pervious surface areas such as naturally vegetated areas, landscaped areas, and areas of beach above the MHHW. The approximately 12.7 acres of the site in tidelands (areas below the MHHW) are also considered impervious areas.

The existing on-site facilities are operated 24 hours per day, 365 days per year and employ approximately 12 to 15 Paramount Petroleum personnel and contractors who regularly work there.

**Table 2-1**  
**IMPERVIOUS AND PERVIOUS SURFACE AREA – EXISTING CONDITIONS**

Site Area	Impervious (acres) <sup>1</sup>	Pervious (acres) <sup>2</sup>	Total Area (acres)
Upper Bench <sup>3</sup>	2.9	2.1	5.0
Lower Bench	40.4	3.0	43.4
Tide Lands <sup>4</sup>	12.7	0.0	12.7
Total Area	56.0	5.1	61.1

**Source: Perkins + Will, 2015.**

<sup>1</sup> Impervious areas include: buildings, tanks, pavement and tide lands.

<sup>2</sup> Pervious areas include: naturally vegetated areas, landscaped areas, and areas of beach above the MHHW.

<sup>3</sup> Upper Bench area includes the site area east of BNSF ROW (bridges over BNSF are included in Lower Bench area).

<sup>4</sup> Tide lands are areas below the MHHW.

## Existing Site Access and Parking

Vehicular access to the site is presently provided from the south via Richmond Beach Drive NW. The site contains an internal private roadway system. Two vehicular and pedestrian bridges (only one of which remains fully intact due to potential interference with double-stacked rail cars) span the BNSF rail tracks to connect the site's eastern Upper Bench and western Lower Bench areas. However, the northernmost bridge, while physically connected for the purpose of running utilities to the western portion of the site, is currently not capable of use for either pedestrian or vehicular traffic.

Approximately two dozen designated parking spaces are located onsite adjacent to the main office/scalehouse.

A large deepwater dock and concrete boat launch are present and are in use onsite in Puget Sound. The dock is used for marine fuel transfer associated with Paramount Petroleum's operations. The concrete boat launch is only for use by response vessels in the event of a hazardous material release into the water. The water depth along the face of the dock ranges from about 40 to 55 feet at Mean Lower Low Water (MLLW).

Despite its prominent location on Puget Sound, public access to the site (including the shoreline area) is prohibited. The U.S. Department of Homeland Security's requirements related to the current industrial use of the site prevent any public access to the site and its shoreline area. The area is, therefore, under the jurisdiction of the U.S. Coast Guard and is designated a Marine Security (MARSEC) facility.

## Existing Utilities

Following is a brief discussion of the existing utilities serving the site (see Section 3.13, **Utilities**, for details).

## **Water**

Existing water service to the site is provided by Olympic View Water and Sewer District (OVWSD), which also provides water to the Town Woodway, City of Edmonds, and the adjacent unincorporated portion of Snohomish County. OVWSD primarily obtains its water from City of Seattle, but also has a supplemental secondary spring-fed water source.

Existing uses on the site are currently served by 4-inch, 8-inch, and 10-inch water lines (see Section 3.13, **Utilities**, for details).

## **Sewer**

Existing sewer service to the site is currently provided by Ronald Wastewater District (RWD). The site is located in Sewer Basin 24 of RWD. RWD serves Shoreline in King County and the immediate vicinity of the site in unincorporated Snohomish County. RWD's Lift Station 13 is located approximately 0.2 mile south-southwest of the site on Richmond Beach Drive NW, and currently handles flows from the upland off-site residential areas to the east of the site. Very little other sanitary sewer infrastructure exists in the vicinity of the site.

In 2002, City of Shoreline and RWD entered into an Interlocal Operating Agreement to unify sewer services with City operations. The unification is scheduled to occur in October 2017. In May 2014, City of Shoreline filed a Notice of Intent to assume RWD with the King County and Snohomish County Boundary Review Boards (BRBs). In August 2014, the King County BRB voted to approve the City of Shoreline's proposed assumption of the portion of RWD in King County. In September 2014, the Snohomish County BRB voted to deny the City's proposed assumption of the portion of RWD in Snohomish County. RWD recently filed a lawsuit in King County Superior Court against OVSWD, Snohomish County, King County, the City of Shoreline, and the Town of Woodway to confirm that RWD has the right to serve the Point Wells Project.

The site is also located in OVSWD's sewer service area.

(See Section 3.13, **Utilities**, for details.)

## **Stormwater**

Most of the site is currently developed and consists of impervious surfaces. The existing on-site stormwater drainage system consists of a series of catch basins, stormwater drainage manholes, and stormwater drainage pipes. Three outfalls to Puget Sound are located onsite. Outfall 1 is located in the northwestern portion of on the site, to the north of the existing deepwater dock, and is the main outfall that discharges all of the stormwater and industrial wastewater that has passed through the Point Wells industrial wastewater treatment system. Outfall 2 is located near the central western part of the site between the two access piers, and discharges stormwater from the eastern Upper Bench portion of the site and treated wastewater from the Point Wells groundwater treatment system. Outfall 3 is located along the southwestern portion of the site. This outfall discharges stormwater originating from off-site upstream areas to the east of the site pursuant to an easement

agreement with the owners of a residential development to the east of the site on land previously owned by Chevron and upon which were located additional petroleum storage tanks serving the site.

Stormwater runoff from the site is presently routed through water quality treatment facilities, including oil/water separators and a flotation unit, and flocculant (to remove solids) is added prior to discharge to Puget Sound (see Section 3.3, **Water Resources**, for details). The air flotation unit, with flocculant addition, is only operated when necessary to reduce suspended solids to meet permit standards (***add to Water Resources Affected Environment***).

### **Energy**

Electrical power is presently provided to the site by Snohomish County Public Utility District (PUD). Natural gas service to the site vicinity is provided by Puget Sound Energy (PSE). No existing natural gas infrastructure is in place onsite to serve the existing industrial uses.

## Comprehensive Plan, Zoning and Shoreline Designations

The site is located in unincorporated Snohomish County, in the southwestern corner of the County's Urban Growth Area (UGA).

### **Comprehensive Plan Designation and Zoning Classification**

In 2011, when applications for the *Point Wells Mixed-Use Redevelopment Project* were submitted to Snohomish County, the site's Comprehensive Plan designation on the Future Land Use Map (FLUM) and zoning classification on the zoning map were Urban Center (UC). The UC designation/zoning provides for compact, well-designed areas that concentrate a variety of land uses in one place. Urban Centers are intended to be places where substantial population and employment growth can be located, a community-wide focal point can be provided, and increased use of transit, bicycling, and walking can be supported.

In 2012 the County amended the site's Comprehensive Plan Designation on the FLUM from UC to Urban Village (UV), and the zoning classification on the zoning map from UC to Planned Community Business (PCB) to bring Snohomish County into compliance with the Growth Management Hearing Board (GMHB) determination of May 2011. The UV designation provides for compact, pedestrian-oriented development including a variety of small-scale commercial and office uses, public buildings, high density residential units, and public open space. A UV is generally smaller than a UC.

The PCB zoning of the site provides for community business enterprises in areas desirable for business but having highly sensitive elements of vehicular circulation, or natural site and environmental conditions, while minimizing impacts upon these elements through the establishment of performance criteria (see Section 3.7, **Land Use**, and Section 3.8, **Relationship to Plans, Policies and Regulations**, for details).

### **Shoreline Designation**

Based on the Shoreline Management Master Program that was in place at the time the Point Wells UC application was submitted in 2011, the upland portion of the site, to the west of the BNSF railroad line within the Shoreline jurisdiction was designated Urban Environment. This shoreline designation promotes public use and managing development that enhances and maintains shorelines for a multiplicity of urban uses. The bedlands and tidelands within the site were designated Conservancy Environment, which was intended to protect, conserve, enhance, and manage existing natural resource areas and valuable historic cultural areas in a manner that will insure recreational benefits to the public, or achieve sustained resource use without substantial adverse modification of shorelines or topography.

In 2012, Snohomish County completed an update to their Shoreline Management Program. The *2012 Shoreline Management Program* designates the upland shoreline areas of the site as Urban shoreline environment and the bedlands and tidelands as Aquatic shoreline environment. The Urban designation is intended to absorb higher density uses while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded. An additional purpose of the Urban shoreline designation is to provide appropriate public access and recreational uses. The Aquatic designation is intended to protect, restore, and manage the unique characteristics and resources of the areas waterward of the ordinary high water mark (OHWM). (see Section 3.8, **Relationship to Plans, Policies and Regulations**, for details).

## **2.7 DESCRIPTION OF THE PROPOSAL**

### **Applicant's Objectives**

For purposes of SEPA review (WAC 197-11-440), the following are the objectives of the Applicant, BSRE Point Wells, LP, for the site:

1. Redevelop the industrial site into a mixed-use, waterfront neighborhood providing opportunities for a range of uses and activities. Create a vibrant waterfront area that integrates parks/open space with new residential, commercial/office, retail, and public service uses into a mixed-use community that enhances the economy and livability of the surrounding area.
2. Provide community benefits through the phased construction of public parks/open spaces, including public access to approximately 2/3 mile of beach, a shoreline boardwalk, pedestrian trails, and dock facilities that fit within the overall intent of the redevelopment plan.
3. Identify opportunities to restore, enhance, and create habitat along the waterfront and throughout the site, within the context of creating an economically-viable redevelopment.

4. Ensure that redevelopment is compatible with environmental cleanup and remediation efforts that will be reviewed and conducted by Ecology.
5. Generate jobs by creating conditions that are attractive to employers and businesses, including goods and service establishments, and cultural facilities, that are suited to the site's location.
6. Construct an infrastructure network (e.g., roadways and utilities) and public amenities (e.g., shoreline pedestrian facilities) that are coordinated and economically feasible, and that adequately support phased, long-term redevelopment of the site.
7. Increase public access to the waterfront by developing pedestrian, bicycle, and vehicular connections to/from the site and an interconnected system of trails, viewpoints, walkways, streets, and parking facilities. Encourage use of non-motorized transportation modes.
8. Provide a range of housing types, including housing that is currently unavailable (or in limited supply) in the surrounding area.
9. Create a site plan that provides the necessary predictability, consistency, and expediency for long-term success of the redevelopment, and allows for flexibility to respond to market factors over time.
10. Encourage sustainable and "green" development practices as part of future building and infrastructure design and construction at the site.
11. Continue to work with the City of Shoreline to identify, limit, and mitigate the traffic impacts likely to arise as a result of development of the project.
12. Create a development of sufficient minimum density to ensure viability of on-site services and retail businesses. Ensuring such long-term viability will enable residents to shop and obtain services onsite instead of offsite. As a result, the internal "capture" of vehicle trips which would otherwise go offsite will be maximized and the project's contribution to off-site vehicle trip counts will be minimized.
13. Become an accessible extension of the surrounding communities of Richmond Beach, Shoreline, and Woodway.

## Description of the Proposed Actions

To implement the Applicant's objectives for the site, the Proposed Actions for the *Point Wells Mixed-Use Redevelopment Project* include the following approvals:

- Urban Center Site Plan Approval by Snohomish County;

- Shoreline Substantial Development Permit from Snohomish County;
- Land Use Disturbing Activity (Grading) Permit from Snohomish County;
- Short Subdivision Approval by Snohomish County; and,
- Other local, state, and federal permits required for construction and development of the Point Wells Project.

## Redevelopment Concept

As indicated in the “Applicant’s Objectives,” the intent of the Point Wells Project is to *“redevelop the industrial site into a mixed-use, waterfront neighborhood providing opportunities for a range of uses and activities. Create a vibrant area that integrates parks/open space with new residential, commercial/office, retail, and public service uses into a mixed-use community that enhances the economy and livability of the area.”*

The proposal is to redevelop the site as a mixed-use urban center consistent with Snohomish County’s UC land use designation/zoning classification of the site in effect at the time complete applications were submitted (in 2011). The Applicant’s objective for the redevelopment is to convert the existing industrial area into a new mixed-use development using sustainable building and surface water control techniques. The proposal’s design is meant to take advantage of the site’s waterfront setting. The Applicant’s intent is for the project to be a development that exemplifies *new urbanism*. The proposed mix of uses and design are meant to be pedestrian-focused, with a walkable public realm minimizing the need for and presence of private vehicles. The proposed urban center is intended to be a connected, transit-oriented development, linked by passenger rail, roads, van pools, and bus public transit to the greater Seattle-Tacoma-Everett metropolitan area.

## Phasing Concept

The proposal would be constructed in phases over the course of approximately 15 to 20 years, with buildout assumed to occur in 2035. The site cleanup overseen by Ecology and the marketing strategy for the project would have a strong ongoing influence on the phasing timetable. Decommissioning and cleanup of the site would be conducted for each project phase.

Building construction and site development would most likely follow interim uplands cleanup actions, starting with the primary site infrastructure and public amenities. The infrastructure design and construction would be phased to most efficiently expand the infrastructure for a particular phase.

The first phase of the project would begin after project design approval – potentially occurring in 2017 – and would include the initial portion of either the site Cleanup Action Plan (CAP) or Ecology-approved Interim Cleanup Actions along with related demolition of existing infrastructure.

## 2.7.1 Description of EIS Redevelopment Alternatives

In order to conduct a comprehensive environmental review, a range of redevelopment alternatives are included in this DEIS that both fulfill the Applicant’s objectives and provide a useful tool for the decision-making process. These alternatives create an envelope of potential redevelopment for the analysis of environmental impacts under Alternatives 1 and 2.

The Urban Center Application (Alternative 1) and Urban Village Alternative (Alternative 2) have been included for purposes of environmental review in this DEIS. These alternatives are intended to represent a reasonable range of land uses and densities to address the development objectives for the site, the existing regulatory framework, and economic factors. See **Table 2-2** for a summary and comparison of redevelopment under Alternatives 1 and 2.

**Table 2-2  
SUMMARY OF DEVELOPMENT – ALTERNATIVES 1 & 2**

Land Use	Alternative 1 - Urban Center Alt.	Alternative 2 – Urban Village Alt.
<b>RESIDENTIAL USES</b>	3,081,000 sq. ft.	2,600,000 sq. ft.
Multi-family (apartments, condos, townhomes, senior housing)	3,081 d.u.	2,600 du
<b>COMMERCIAL/OFFICE</b>	32,262 sq. ft.	32,262 sq. ft.
<b>RETAIL</b>	94,300 sq. ft.	94,300 sq. ft.
<b>BUILDING FOOTPRINTS/ROADS</b>	13.8 acres	13.8 acres
<b>TIDELANDS<sup>1</sup></b>	12.7 acres	12.7 acres
<b>OPEN SPACE/RECREATION USES</b>		
Publically accessible active space	8.5 acres	8.5 acres
Publically accessible passive space	11.9 acres	11.9 acres
<u>Semi-private open space</u>	<u>14.2 acres</u>	<u>14.2 acres</u>
Total open space	34.6 acres	34.6 acres

**Source: Perkins + Will, 2015.**

Note: sq. ft. = square foot

du = dwelling unit

<sup>1</sup>Includes site area below MHHW.

Redevelopment is analyzed for the year 2035 which, for SEPA purposes, is assumed to represent full buildout of the project. The actual buildout period could vary depending on specific economic and market conditions. Likewise, during future permitting, the number of dwelling units or the specific size and types of commercial uses could vary and be approved

so long as the impacts are within the overall project envelope analyzed in this DEIS. Consequently, the summary of proposed development for Alternatives 1 and 2 in **Tables 2-2** is representative of the potential development, but actual development may vary.

## Alternative 1 – Urban Center Alternative

Alternative 1 represents site redevelopment under the Urban Center application submitted to Snohomish County in March 2011. The conditions proposed onsite are described below and summarized in **Table 2-3**.

As shown in **Table 2-3**, approximately 26.9 acres of the upland area of the site (56 percent) would be covered in impervious surface areas with proposed redevelopment under Alternative 1, including buildings, pavement, the boardwalk, and areas above underground building structures. Proposed impervious surfaces would be approximately 33 percent less than under existing conditions. Approximately 21.5 acres of the upland area of the site (44 percent) would be in pervious surfaces (naturally vegetated areas, landscaped areas, and areas of beach above the MHHW). The approximately 12.7 acres in tidelands would remain and would continue to be considered impervious surfaces.

Redevelopment would feature a mix of residential, commercial, retail, public service, and open space/recreation uses developed in four distinct phases. It would include: approximately 3,081,000 sq. ft. of residential uses (3,081 residential units), 32,262 sq. ft. of commercial/office uses (with space for police and fire facilities), and 94,300 sq. ft. of retail uses (see **Table 2-2** and **Figure 2-6**, Site Plan – Alternative 1). The project would also provide publically accessible passive and active recreation areas, semi-private open space (available to site residents), a public dock, and associated infrastructure. Alternative 1 is anticipated to generate approximately 5,669 residents<sup>3</sup> and approximately 344 employees<sup>4</sup>.

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<sup>3</sup> Population estimates are based on the formula below. This formula was also used in the previous SEPA documentation for the project.

Population = Total Residential Units x Average Household Size (2 persons per household) x Average Occupancy Rate (92 percent assumed).

<sup>4</sup> Employment estimates are based on a ratio of 300 square feet per employee for office uses and 400 square feet per employee for retail uses, which are typical employment densities used in space planning and buildable lands analysis (ECONorthwest, 2014)

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Source: Perkins+Will, 2014.

**Figure 2-6**  
Site Plan—Alternative 1

**Table 2-3**  
**PROPOSED IMPERVIOUS AND PERVIOUS SURFACE AREA –**  
**ALTERNATIVE 1 & 2**

Site Area	Impervious (acres) <sup>1</sup>	Pervious (acres) <sup>2</sup>	Total Areas Acres
Upper Bench Area <sup>3</sup>	3.5	1.5	5.0
Lower Bench Area	23.4	20.0	43.4
Tide Lands <sup>4</sup>	12.7	0.0	12.7
Total Area	39.6	21.5	61.1

**Source: Perkins + Will, 2015.**

<sup>1</sup> Impervious areas include: buildings, pavement, boardwalk, areas located above underground building structures, and tide lands.

<sup>2</sup> Pervious areas include: naturally vegetated areas, landscaped areas, and areas of beach above the MHHW.

<sup>3</sup> Upper Bench areas include site areas east of BNSF ROW (bridges over BNSF are included in Lower Bench area).

<sup>4</sup> Tide lands are areas below the MHHW.

Under Alternative 1, the site would be developed into an Urban Plaza, South Village, Central Village, and North Village, as described below (see **Figure 2-6**).

The Urban Plaza would include 26,300 sq. ft. of retail space, 254 residential units and all of the proposal's commercial floor space. It would consist of two low-rise buildings (2 stories), two mid-rise buildings (8-10 stories), and two tower buildings (12 to 14 stories). (See **Figure 2-7**, Urban Plaza Plan – Alternative 1.).

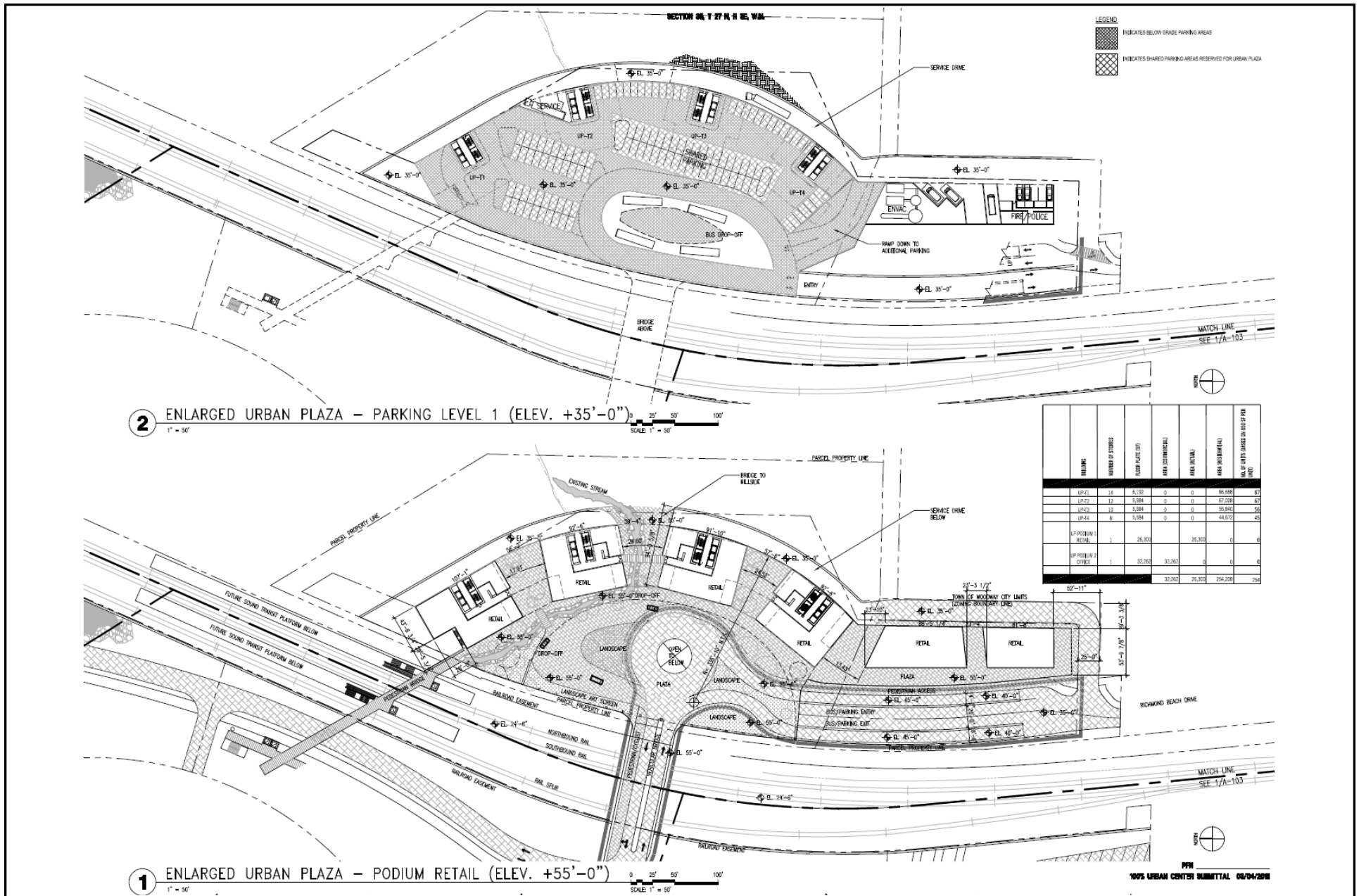
The South Village would include 24,000 sq. ft. of retail space and 653 residential units. It would consist of eight low-rise buildings (1 to 4 stories), six mid-rise buildings (8 to 10 stories) and three residential towers (12 to 16 stories). (See **Figure 2-8**, South Village Plan – Alternative 1.)

The Central Village would include 44,000 sq. ft. of retail space and 1,271 residential units. It would consist of seven low-rise buildings (1 to 4 stories), three mid-rise buildings (6 to 10 stories) and three residential towers (12 to 16 stories). (See **Figure 2-9**, Central Village Plan – Alternative 1.)

The North Village would include 903 residential units. It would consist of three low-rise buildings (2 to 4 stories), one mid-rise building (10 stories), and four residential towers (12 to 17 stories). (See **Figure 2-10**, North Village Plan – Alternative 1.)

Following are further descriptions of the Urban Plaza and Urban Villages.

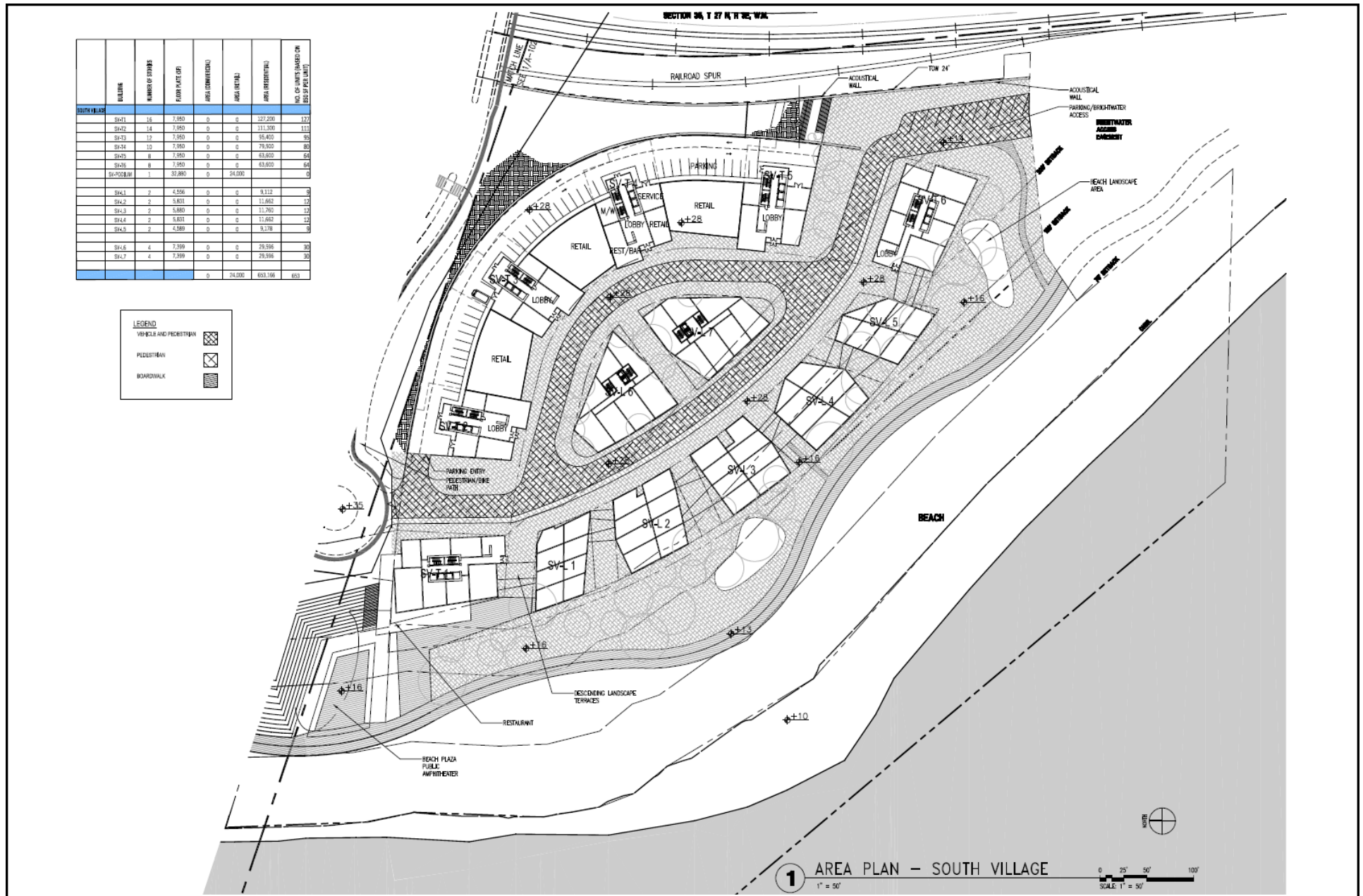
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Source: Perkins+Will, 2011.

**Figure 2-7**  
Alternative 1—Urban Plaza Plan

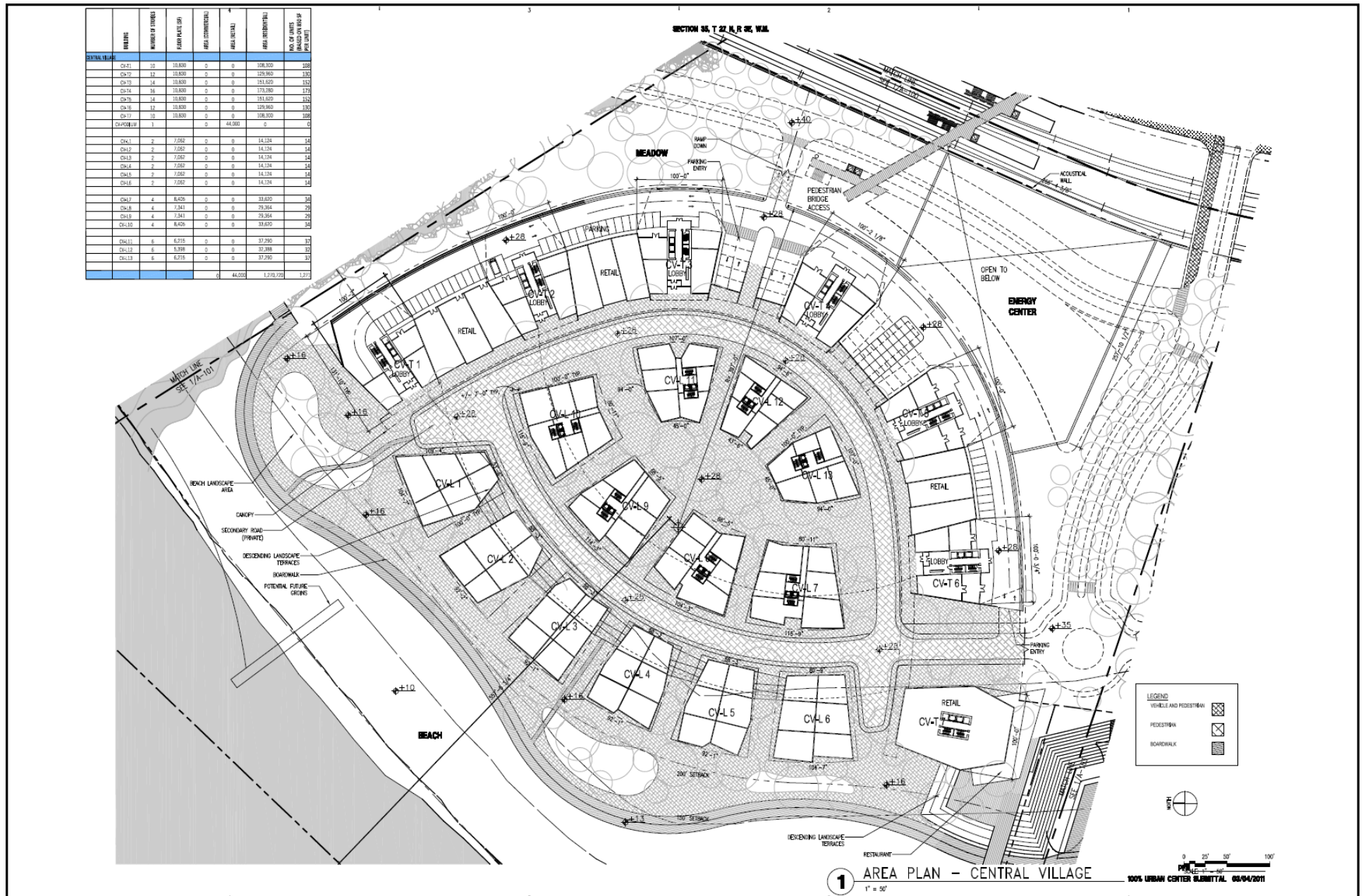
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Source: Perkins+Will, 2011.

**Figure 2-8**  
Alternative 1—South Village Plan

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### **Urban Plaza**

The Urban Plaza is intended to serve as the entry point to the development and a connection to the surrounding communities. It would also serve as the project's commercial center and public transit hub, connecting pedestrians with its commuter rail and bus transit station via a new pedestrian bridge to the main, western portion of the site. It would have a village square character and scale, and accommodate a mix of uses that would serve the project's residents, employees, and visitors, and the surrounding communities, such as: boutique retail, grocery shopping, restaurants, entertainment, and other services. The Urban Plaza would also include a mix of offices and senior housing, as well as space for police and fire facilities. It is proposed to include landscaping and public gathering spaces with art.

### **Urban Villages**

The three villages (South, Central, and North Villages) would each contain a mix of multi-family residential units, understructure parking, utilities, public amenities, shoreline public access, and natural restoration elements. The South and Central Villages would include retail and restaurant uses. A site for a multi-purpose community center facility would be provided in the Central Village to serve project residents and surrounding communities, and could include public meeting and exhibition spaces, library, and orientation center for the development. The community center's central location within the development would provide direct access to the project's main boulevard and pedestrian bridge, which would link to the site's transit hub. The Central Village would also be the location for a clean energy and waste treatment center that would enable a substantial amount of the project's energy to be produced onsite.

The project's three urban villages would each have a crescent configuration of tower structures that are intended to capture views of Puget Sound and the Olympic Mountains. The larger scale crescent urban form is meant to provide space for smaller scaled village buildings, which in turn would generate a neighborhood of streets and lands that would provide small-scaled spaces, views, and pathways connecting to the beachfront and shoreline. The North Village is proposed to have a distinct character and separate access road off the main boulevard, which would pass through a proposed wooded landscape, connecting to the beachfront entrances to the residential buildings.

### **Proposed Upland Development**

#### **Residential**

The proposal includes a total of approximately 3,081,000 sq. ft. of residential uses (3,081 residential units). A variety of multi-family residential types and sizes would be provided, including: apartments, condos, townhomes, and senior housing. The average residential unit would be approximately 850 sq. ft. The majority of the proposed housing units would

be middle income and upper income. Not less than 1,100 units would be devoted to senior housing<sup>5</sup>. By phase, the senior units are planned to be constructed as follows:

Phase 1:	53 senior units
Phase 2:	0 senior units
Phase 3:	508 senior units
Phase 4:	<u>539 senior units</u>
Total:	1,100 senior units

### **Commercial/Office**

The proposal includes 32,262 sq. ft. of commercial space for various office, business, and civic uses. Commercial areas could include medical-dental offices and other “general offices” to be leased for uses such as: professional services, insurance companies, banks, tenant services, and investment services. Space for police and fire would also be provided in the commercial/office area onsite.

### **Retail**

A total of 94,300 sq. ft. of retail and entertainment uses would be provided, which could include: a small grocery store, restaurants, and specialty retail stores, which could include tenants such as apparel, dance studios, and florists.

### **Proposed Shoreline Development**

The proposed development would include four major shoreline elements, as described below.

### **Seawall Reconstruction and Realignment**

The site’s existing approximately 3,300-foot long combination concrete, timber sheet pile, and rip-rap rock seawall would be totally removed and reconstructed. Most of the new seawall would be relocated 40 to more than 100 feet landward of its existing location. The primary purpose of this realignment would be to create approximately 5.7 acres of new intertidal habitat area. The boardwalk would also likely be the location of a subsurface groundwater wall associated with remediation of the site (see **Figure 2-11**, Shoreline Restoration Plan – Alternative 1).

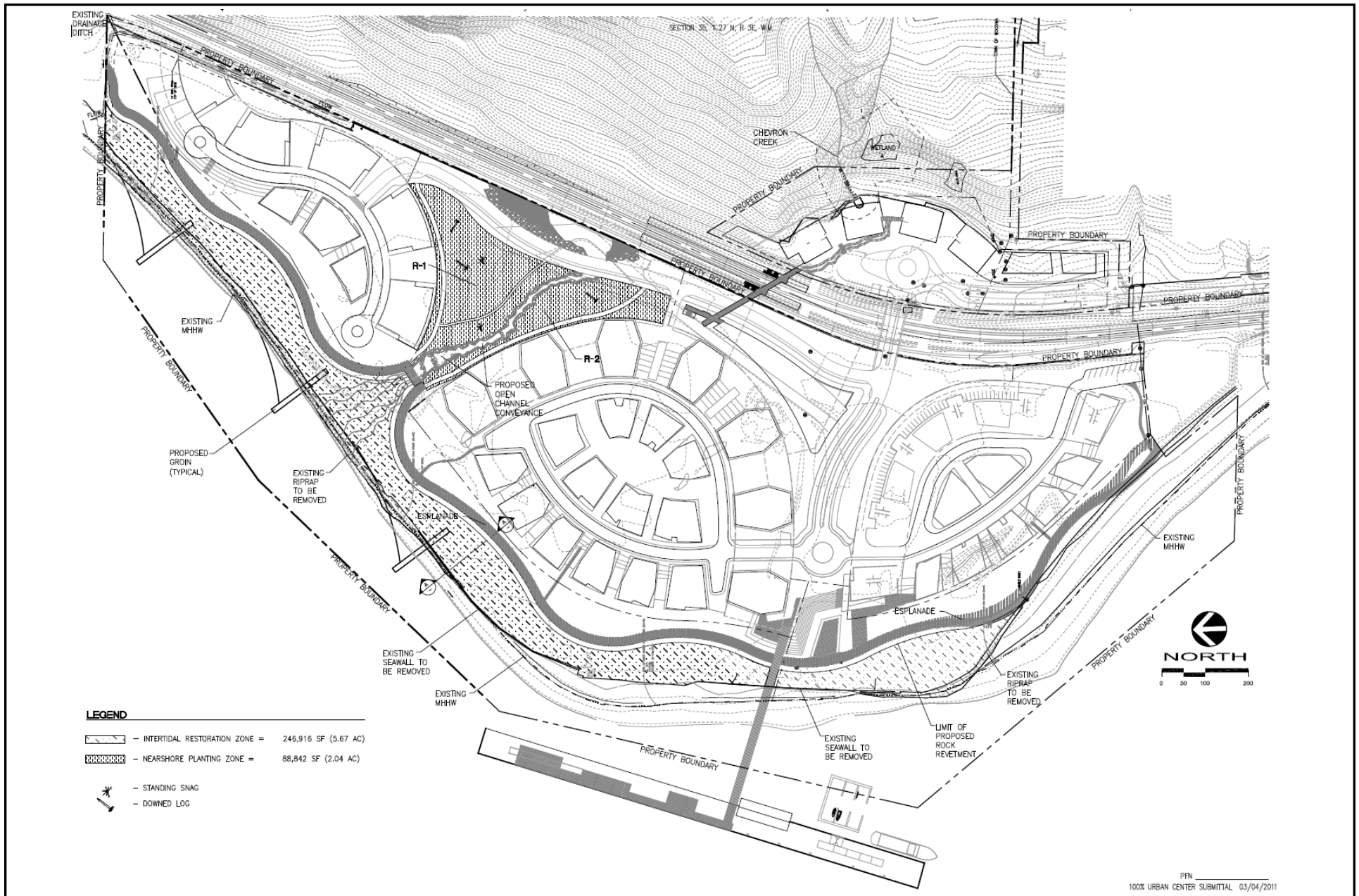
### **Conveyance Channel and Nearshore Habitat Area**

A proposed open water conveyance channel would be created through the center of the site to Puget Sound by daylighting existing drainage culverts that convey drainage from properties to the east beneath the site. The new conveyance channel would also be buffered by the creation of a new adjoining approximately 2.0-acre nearshore planting area.

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<sup>5</sup>The senior housing are planned to be designated for occupancy by families or individuals where at least one adult has attained the age of fifty-five.

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Source: Perkins+Will, 2011.

As mentioned above, approximately 5.7 acres of nearshore intertidal habitat would be created along the shoreline as well (see **Figure 2-11**, Shoreline Restoration Plan – Alternative 1).

In conjunction with these improvements, in the March 2011 application, three new groins were proposed in the intertidal area in the vicinity of the new conveyance channel. These groins have since been eliminated from the project.

### **Deepwater Dock Renovation**

The existing approximately 1,050-foot-long deepwater dock located on DNR aquatic lands adjacent to the site would be extensively renovated to provide a variety of new shoreline public access benefits.

The dock's three existing land access piers would be replaced by a single new pedestrian access pier. It is assumed that DNR would authorize the removal of the off-site smaller dilapidated creosote piling-supported pier and mooring dolphin north of the deepwater dock. The deepwater dock's creosote support pilings would be systematically replaced by coated steel pilings. Public viewing and fishing areas would be added to the dock along with shops that could sell fishing tackle, scuba, and boating gear, and small restaurants with outdoor eating areas. Storage and rental facilities for kayaks, scuba diving, and small sail boats would also be included (see **Figure 2-6**, Site Plan – Alternative 1).

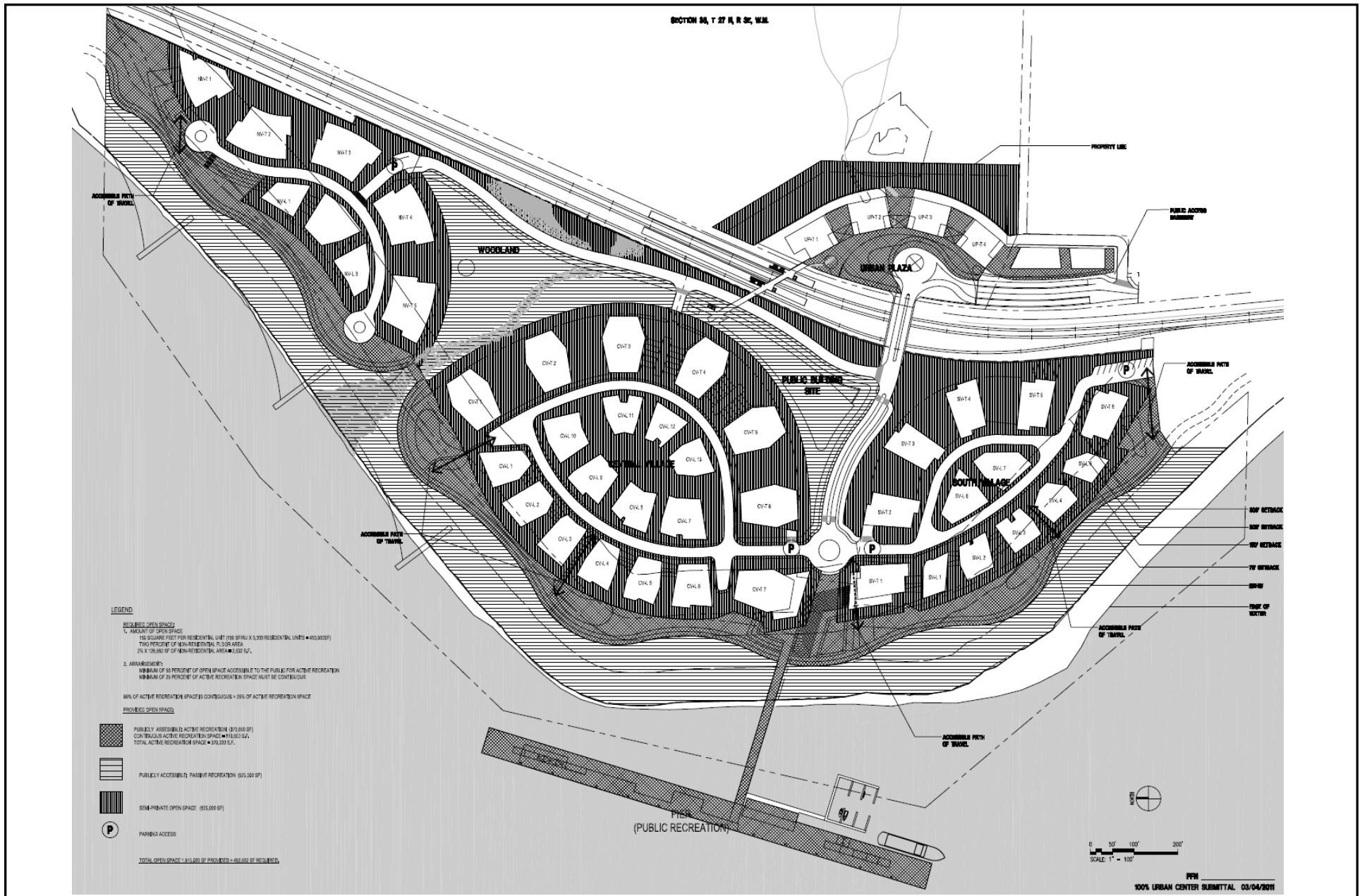
### **Shoreline Pedestrian Boardwalk and Public Plazas**

A continuous 12 to 20 foot-wide pedestrian boardwalk would be constructed along the site's entire 2/3 mile-long shoreline edge. The boardwalk would be linked to the new internal street and walkway system. A large central public plaza with several smaller public plazas and viewing points would also be constructed adjacent to the new shoreline pedestrian boardwalk. The central public plaza would be located adjacent to the new pedestrian bridge to the renovated deepwater dock (see **Figure 2-6**, Site Plan – Alternative 1).

### **Open Space and Trails**

Under Alternative 1, a large portion of the site (approximately 57 percent of the total site area) would be retained as open space, including: publically accessible active open space, publically accessible passive open space, and semi-private open space (see **Table 2-2**, and **Figure 2-12**, Open Space Plan – Alternative 1). As part of site development, approximately 1.7 miles of sidewalks/trails would be provided (including a new shoreline boardwalk and renovated deepwater dock). The boardwalk/pier system is intended to provide residents and visitors with safe approaches to the saltwater and views over the water. Additional trails and sidewalks would be provided within the site, and would connect to trails in the Town of Woodway and the City of Shoreline (see **Figure 2-13**, Circulation/Landscape Plan – Alternative 1).

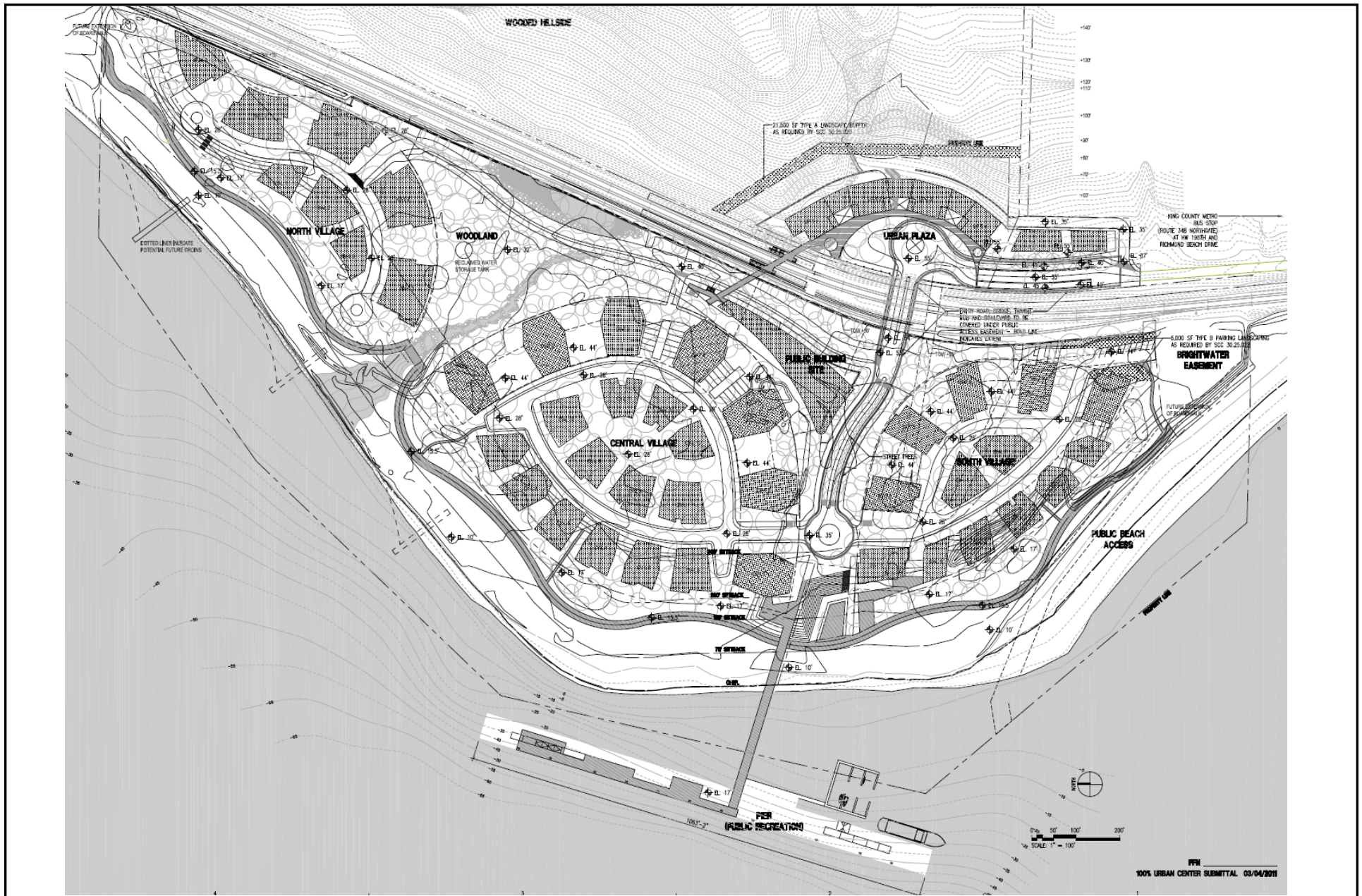
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Source: Perkins+Will, 2011.

**Figure 2-12**  
Alternative 1—Open Space Plan

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Source: Perkins+Will, 2011.

**Figure 2-13**  
Alternative 1—Circulation and Landscape Plan

## **Landscaping**

Proposed landscaping would meet or exceed Snohomish County's landscaping requirements for Urban Centers (SCC 30.25.031). Under the proposal, nearly all of the parking would be underground. Those limited surface parking areas would be landscaped to minimize their impact and landscaping would be provided around residential and retail/commercial buildings, subject to design guidelines. To the extent feasible, the existing, healthy mature trees on the site located primarily in the eastern portion of the site would be preserved, unless they are determined to be a hazard. A large number of additional trees would be planted, either as street trees or as landscape improvements, within open space tracts. As part of the proposed landscaping, a new woodland area would be created to the west of the BNSF railroad line that would follow the day-lighted stream. The rooftops of the lower buildings onsite would include gardens for the use of residents, and to improve views from above.

(See **Figure 2-11**, Circulation/Landscape Plan – Alternative 1.)

## **Access, Parking, and Transit Facilities**

### **Access**

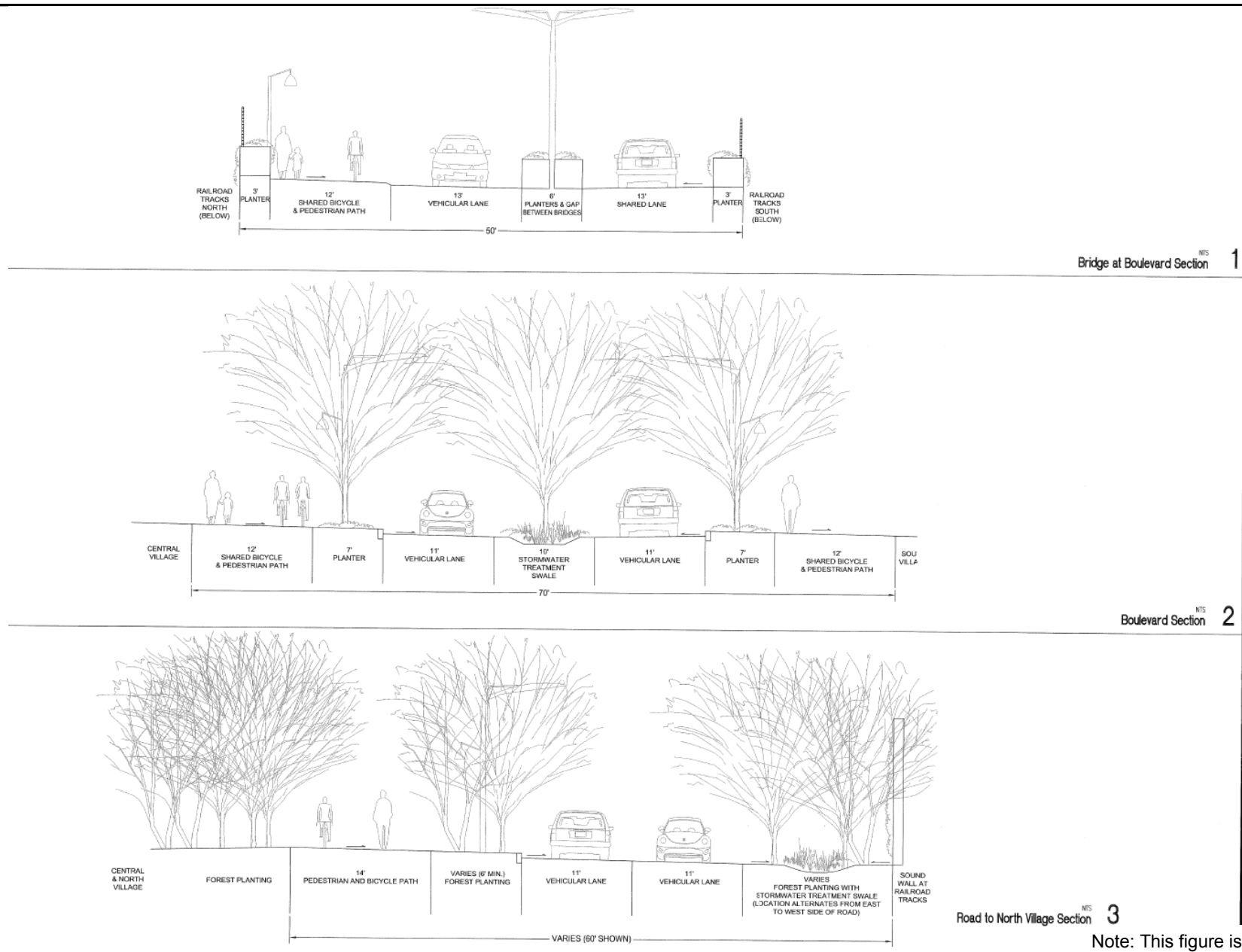
#### *Primary Access*

Primary access to the site would continue to be provided via Richmond Beach Drive NW with proposed redevelopment. A new internal roadway system would be constructed throughout the site, including a new replacement bridge over the BNSF railroad line. A pedestrian bridge open to the public is also proposed to span the BNSF railroad line if and when the proposed Sound Transit station onsite is built. All new streets/pedestrian facilities would be private, but open to the public. As an urban center development, the Applicant intends to use various innovative pavement designs and road sections to help achieve the objective of creating a walkable development (see **Figure 2-14** and **Figure 2-15**, Typical Road Sections - Alternative 1).

#### *Secondary Access*

The Snohomish County Engineering and Development Standards (EDDS) provide general criteria for road circulation and specific criteria for roads serving certain amounts of traffic. Because the Point Wells Project would be served by a road with more than 250 Average Daily Trips (ADT), the road must connect in at least two locations with another road(s) that meets applicable standards for resulting traffic volume (EDDS 3-01(B)(5)). Alternatively, a deviation from the standard may be sought from the county engineer, per EDDS 3-01 (B)(9) and EDDS 1-05 (see **Appendix B** Secondary Road Access Report and **Section 3.8**, Relationship to Plans and Policies, for details on applicable access regulations).

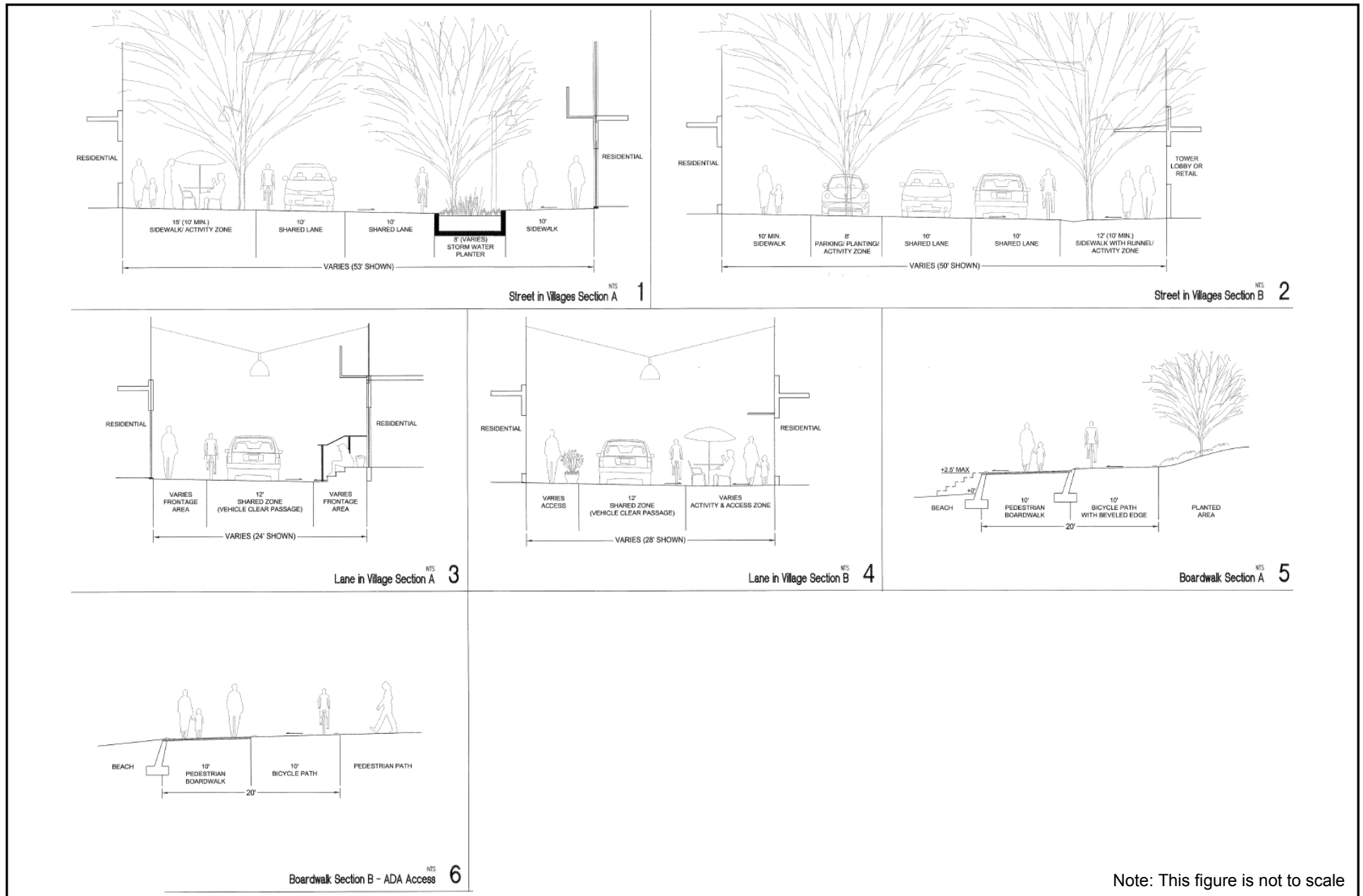
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Note: This figure is not to scale

Source: Perkins+Will, 2011.

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Source: Perkins+Will, 2011.

In addition, county staff has expressed a desire to have two separate crossing over the BNSF railroad to serve the project (rather than the proposed dividing of the railroad overpass into two sections).

Three potential secondary access routes from the east have been identified that could serve the Point Wells Project, as described below. It appears that these routes could fulfill the objective of providing a second fully opened public vehicular access and could fulfill the objective of providing two separate BNSF crossings for the project.

**Route 1 – 238<sup>th</sup> Street SW Extension:** Route 1 would consist of a new bridge over the BNSF railroad, starting near the wooded area between the Central and North Villages onsite, and connecting to an extension of 238<sup>th</sup> Street SW in the Upper Bluff area to the east of the site, in unincorporated Snohomish County (see **Figure 2-16**, Potential Secondary Access Routes).

This route would follow a portion of the former Heberlein Road, beginning at the present west terminus of 238<sup>th</sup> Street SW. Heberlein Road was vacated in 1962 at the request of Chevron (the refinery operator on the site at the time), because the road had failed due to landslides and was no longer serviceable. The remnants of this road lie on a property that is not owned by the BSRE or any of its affiliated companies.

Some portions of the alignment of the former Heberlein Road are significantly out of compliance with current Snohomish road standards, as the alignment included hairpin turns, which are no longer allowed. The gradient of a new road would be up to 18 percent.

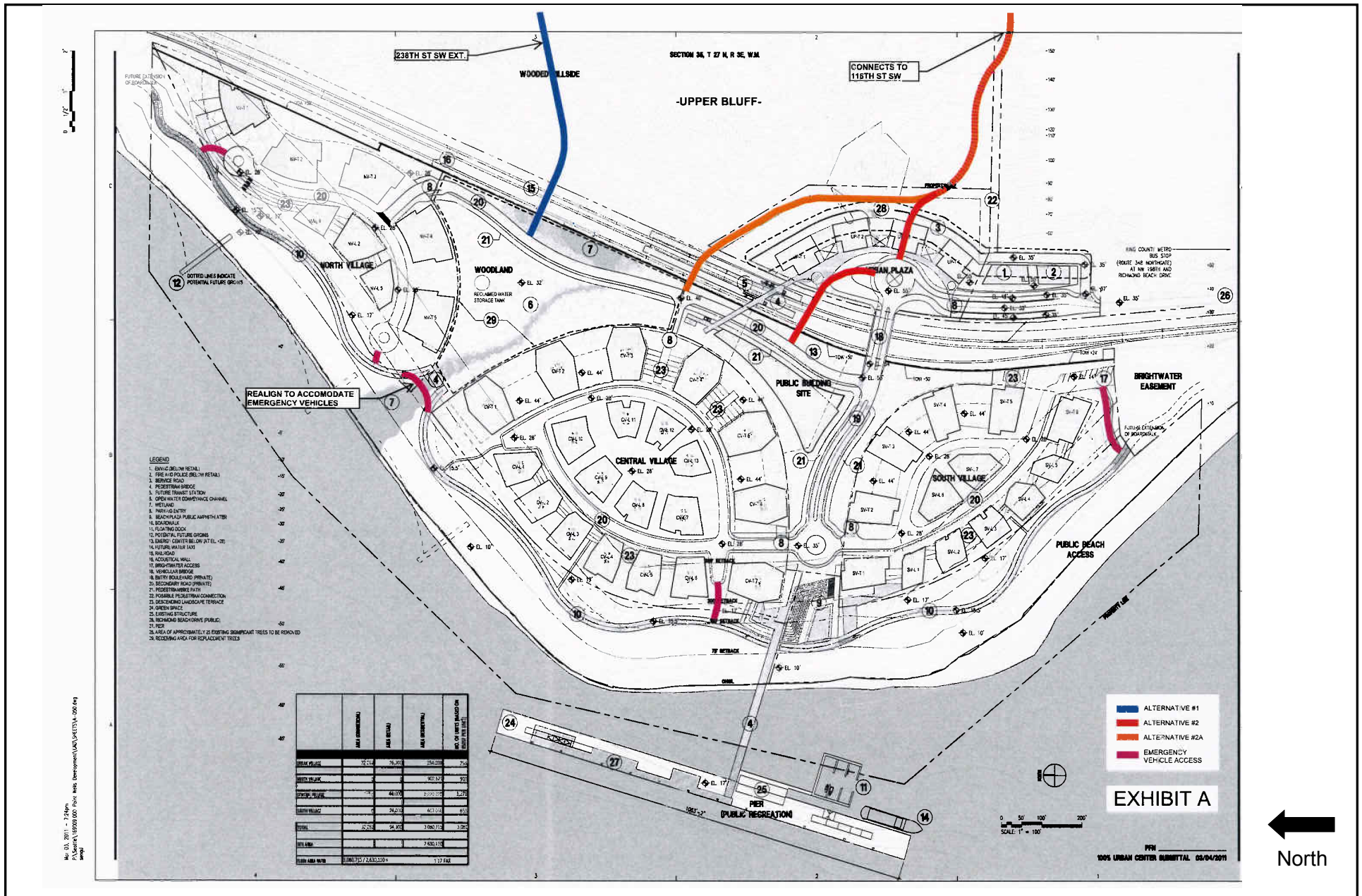
Construction of Route 1 would require the cooperation of the owner of the Upper Bluff property. This route would provide vehicular access and accommodate utilities for both the Point Wells Project and a project on the Upper Bluff (the owner of the Upper Bluff is in the preliminary stage of obtaining a permit for residential development on that property).

**Route 2 – Extension from 116<sup>th</sup> Avenue W to Urban Village:** Route 2 would consist of a second bridge over the BNSF railroad connecting the Central Village with the Urban Plaza and then continuing east via a road extension to 116<sup>th</sup> Avenue W. This route would eliminate proposed building UP T-3 (see **Figure 2-16**, Potential Secondary Access Routes).

Route 2 would use property currently owned by BSRE, connecting to 116<sup>th</sup> Avenue W at the 24200 block. Similar to Route 1, this route would require that the owner of the Upper Bluff property or other adjoining property owners provide right-of-way. Route 2 would also provide vehicular access and accommodate utilities for both the Point Wells Project and a project on the Upper Bluff.

Currently, the width of the BSRE property connecting to 116<sup>th</sup> Street SW is 34.7 feet. This appears to be sufficient to accommodate two 12-foot travel lanes and a 7-foot shoulder along one side.

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Source: Perkins+Will, 2011.

**Figure 2-16**  
Alternative 1—Potential Secondary Access Routes

**Route 2A - A Variation of Route 2:** Similar to Route 2, Route 2A would consist of a second bridge over the BNSF railroad, connecting the Central Village with the Urban Plaza, and then continuing east via a road extension that would wrap around the east side of buildings in the Urban Plaza (i.e., buildings UP T-1, UP T-2, and UP T-3; unlike Route 2, building UP T-3 would not be eliminated). It would then resume the alignment of Route 2, extending east to connect to 116<sup>th</sup> Avenue W (see **Figure 2-16**, Potential Secondary Access Routes). Route 2A would not increase traffic volumes at the Urban Plaza traffic circle onsite. This route would provide a greater amount of separation between bridges across the railroad. Two separate and distinct points of access would be provided to the Urban Villages with Route 2A, as compared to Route 1 (e.g., from Richmond Beach Drive and from the main bridge extending west from the Urban Plaza traffic circle). Similar to Routes 1 and 2, Route 2A would provide vehicular access and accommodate utilities for both the Point Wells project and a project on the Upper Bluff.

There have been suggestions that a secondary access route extending north from the site should be considered. However, this is not regarded as a viable option, because there are currently no roads north of the site running along the shoreline of Puget Sound and the BNSF railroad, and it would likely be impossible to obtain permits and access rights from the state, railroad, and other property owners to build such a road. Therefore, a road extending north from the site is not considered in this SEIS.

(See **Appendix B**, Secondary Access Report for details.)

### *Emergency Access*

In order to provide emergency access within the site, the waterfront boardwalk would be designed, signed, and striped to accommodate emergency vehicles. The boardwalk would link individual phases of the project. Village cul de sacs would be linked to the boardwalk with a driving surface that is also capable of supporting emergency vehicles (see **Figure 2-16** and **Appendix B** for details).

Emergency access to the site could also be provided via the deepwater dock, potential Sound Transit commuter rail station on the BNSF railroad line, and/or a potential helipad located on the site.

### Parking

A total of 3,320 parking spaces are proposed for the various site uses at full buildout. All of the residential parking and most of the commercial parking would be provided below the proposed structures, allowing more unrestricted pedestrian movement at ground level. Parking for residential, commercial, retail, and recreational uses would be provided in the Urban Plaza (527 spaces), North Village (770 spaces), Central Village (962 spaces), and South Village (1,048 spaces). Parking for the general public would be provided at the beach. Approximately 20 additional parking spaces would be located on the adjacent Brightwater-owned property for the Brightwater Treatment Plant.

## Transit Facilities

Redevelopment under Alternative 1 would include a transit center onsite to promote transit, rideshare, bicycle, and para transit<sup>6</sup> use by project residents, employees, and visitors. The transit center would be located along and above the BNSF rail line that passes through the site and would be situated below the main level of the proposal's other uses; much of the facility would be covered by a lid of concrete and steel (see **Figure 2-6** Site Plan – Alternative 1). The transit center could incorporate a commuter rail station to provide direct future access to Sound Transit Sounder commuter rail service on the BNSF rail line that runs between Seattle and Everett.

The Applicant has committed to work with the various transit agencies to bring about and increase available public transit service to the Point Wells Project. In addition, the Applicant has committed to provide or contract with others for such additional transit service as is necessary to meet the requirements of SCC 30.34A.085. At a minimum, transit services would be provided between the site and the Metro Park & Ride stop at N 192<sup>nd</sup> and Aurora Avenue N, and to the Sound Transit light rail station at 185<sup>th</sup> and Aurora Avenue when the station becomes operational. Supplemental transit service would begin when 653 units have been occupied, which corresponds with buildout of Phase I. At full buildout of the project during the AM and PM peak hours, it is assumed that four transit vehicles with a seating capacity of not less than forty seats would leave the site at least every 15 minutes. The supplemental transit service is primarily intended for residents and businesses in Point Wells, but to the extent that seating is available, and King County Metro permits, the Point Wells buses could provide service to the Richmond Beach community. The supplemental transit service may be terminated when the Sound Transit Commuter Rail station at the site becomes operational or when Snohomish County and the City of Shoreline determine that this service is no longer necessary.

## Utilities

### Water

Olympic View Water and Sewer District (OVWSD) would continue to provide water service to the site with proposed development. In April 2015, OVWSD issued a letter of water availability for the project. To serve the development, the existing on-site water system would be replaced and upgraded with a new system providing both potable water and fire flow. In May 2016, OVWSD's capital facility plan was amended to provide for new and larger infrastructure extension to the site to meet the increased water demand from the proposed uses and higher fire flow and storage requirements. (See Section 3.13, **Utilities** and **Appendix J**, for details.)

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<sup>6</sup> Para transit is public transportation for those who are unable to use the fixed-route transit system due to a temporary or permanent disability.

## Sewer

It is assumed that Ronald Wastewater District (RWD) would potentially continue to provide sewer service to the site with proposed development. In June 2015, RWD issued a letter of sewer availability for the project. The City of Shoreline has proposed to assume RWD, and would provide sewer service to the Point Wells Project if their proposal prevails. The demand for wastewater transmission and treatment generated by the proposal would exceed the existing infrastructure and currently planned capital improvements of the RWD. RWD would work with the Applicant to construct all required capital improvements to serve the site in a timely manner. (See Section 3.13, **Utilities**, and **Appendix J** for details.)

If RWD is unable to serve the project, OVWSD could provide sewer service to the project. In April 2015, OVWSD issued a letter of sewer availability for the project (see Section 3.13, **Utilities**, for details).

## Stormwater

A permanent stormwater management system would be installed onsite in accordance with the current *2010 Snohomish County Drainage Manual* (SCDM). All runoff from the site would either be infiltrated into the soil or discharged directly into Puget Sound via one of the three existing outfalls or via sheet flow dispersion.

With proposed development, natural drainage patterns onsite (both historical and existing) would be restored and/or maintained to the maximum extent practicable. Runoff from roughly half of the site would sheet flow directly into Puget Sound. Some of the flow from Chevron Creek (which is currently piped through the site) could be diverted to the new open channel proposed onsite, which would mimic the site's historical drainage pattern. Stormwater runoff from a portion of the site would also sheet flow into the new open channel. The remaining runoff from the site would be routed to either existing Outfall 2 or Outfall 3. Runoff from the southern portion of the site would be treated by localized Low Impact Development (LID) facilities and then discharged to Puget Sound at Outfall 3. If it is determined that Outfall 3 has insufficient capacity or that it is not feasible to connect to it, the southern portion of the site would be pumped to the north and discharged at Outfall 2.

Per the 2010 SCDM, stormwater treatment would be provided for runoff from pollution generating surfaces (e.g., roads and parking areas). Stormwater management Best Management Practices (BMPs) would be used to the maximum extent feasible in order to infiltrate, retain, and provide stormwater runoff treatment for the site. Natural LID strategies would be employed where feasible for water quality treatment. Where space, grades, and depth of soil would not allow for the installation of bioswales and rain gardens, cartridge and tree vault systems would be provided. However, infiltration opportunities may be limited because they could impose substantial additional loads on the groundwater treatment system associated with site remediation (see Section 3.3, **Water Resources** and **Appendix E**, for details).

## Energy

Snohomish County PUD #1 would continue to provide electrical power to the site with proposed development. Electricity would be used for lighting, appliances, and possibly space heating and water heating by the proposed residential, commercial, retail, and recreational uses. All overhead electrical poles and lines onsite would be removed and replaced with an underground electrical system. PSE would provide natural gas service to the proposed development. Natural gas would be available as a preferred approach for space and water heating. Minor upgrades to the existing gas supply infrastructure would be required.

The proposal also includes a site in the Central Village for a District Energy production facility which could supply a major share of the completed project's energy needs. The proposed energy production facility would use biomass<sup>7</sup> or other sustainable means to produce energy (see **Section 3.13, Utilities**, and **Appendix J** for details).

New structures and uses would conform to the most current state and local energy code requirements. "Build green" or low impact development (LID) features would be used in new buildings and site improvements wherever feasible to reduce the demand for energy and make greater use of recycled material. The district heating system potentially using waste wood biomass, a carbon neutral fuel, would result in a very small carbon footprint. The pedestrian and transit-oriented character of proposed mixed- use development would also help save energy.

## Grading

Site grading would occur during initial site preparation and during all subsequent phases of site redevelopment. Initial site preparation would likely require an increase in elevation of approximately eight feet on most of the site to the west of the BNSF right-of-way for drainage and ground improvements. Approximately 600,000 cubic yards of material would be imported to the site from an approved off-site source. Approximately 100,000 cubic yards of native material would be redistributed onsite – additional clean, granular imported fill may be required. It is anticipated that fill material would be barged to the site, delivered to the site via rail, and to a minor extent trucked to the site. Construction during all project phases following initial site preparation would require excavation and filling for construction of roads, building foundations, parking structures, public spaces, stormwater facilities, underground utilities, and habitat restoration. A total of approximately one million cubic yards of cut and fill could be necessary for overall site redevelopment. (See **Section 3.1, Earth**, and **Appendix C** for details.)

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<sup>7</sup> Biomass is fuel that is developed from organic materials, a renewable and sustainable source of energy used to create electricity or other forms of power.

### **Short Subdivision and Phasing Plan**

In February 2011, a Short Subdivision application and phasing plan was filed with Snohomish County for the Point Wells Project. The application would allow the subdivision of the property into nine lots conforming to the various design elements of the project and to the intended phasing plan.

The proposal would be constructed in four major phases over the course of approximately 15 to 20 years. **Table 2-4** summarizes proposed development of the site by phase (see **Figure 2-17**, Phasing Plan – Alternative 1). Below are descriptions of each of the phases.

**Table 2-4**  
**DEVELOPMENT BY PHASE – ALTERNATIVE 1**

	Project Phase	Commercial (Sq. Ft.)	Retail (Sq. Ft.)	Residential (No. of Units)
South Village	1	0	24,000	653
Urban Plaza	2	32,262	26,300	254
Central Village	3	0	44,000	1,271
North Village	4	0	0	903
<b>TOTAL</b>	1-4	32,262	94,300	3,081

*Source: Perkins + Will, 2011.*

#### **Phase 1 – South Village and Initial Urban Plaza**

Phase 1 would include: public amenities (e.g., the first phase of a public shoreline boardwalk), retail uses, a mix of residential unit types, understructure parking, utilities, space for police and fire services, interim on-site transit center, stream and shoreline restoration work, and off-site transportation and utility improvements.

#### **Phase 2 – Urban Plaza Completion**

Phase 2 would include: the Urban Plaza retail and commercial uses, a mix of residential unit types (including senior housing), understructure parking, public amenities (e.g., public gathering spaces and walkways), stream restoration, utilities, and a permanent transit hub.

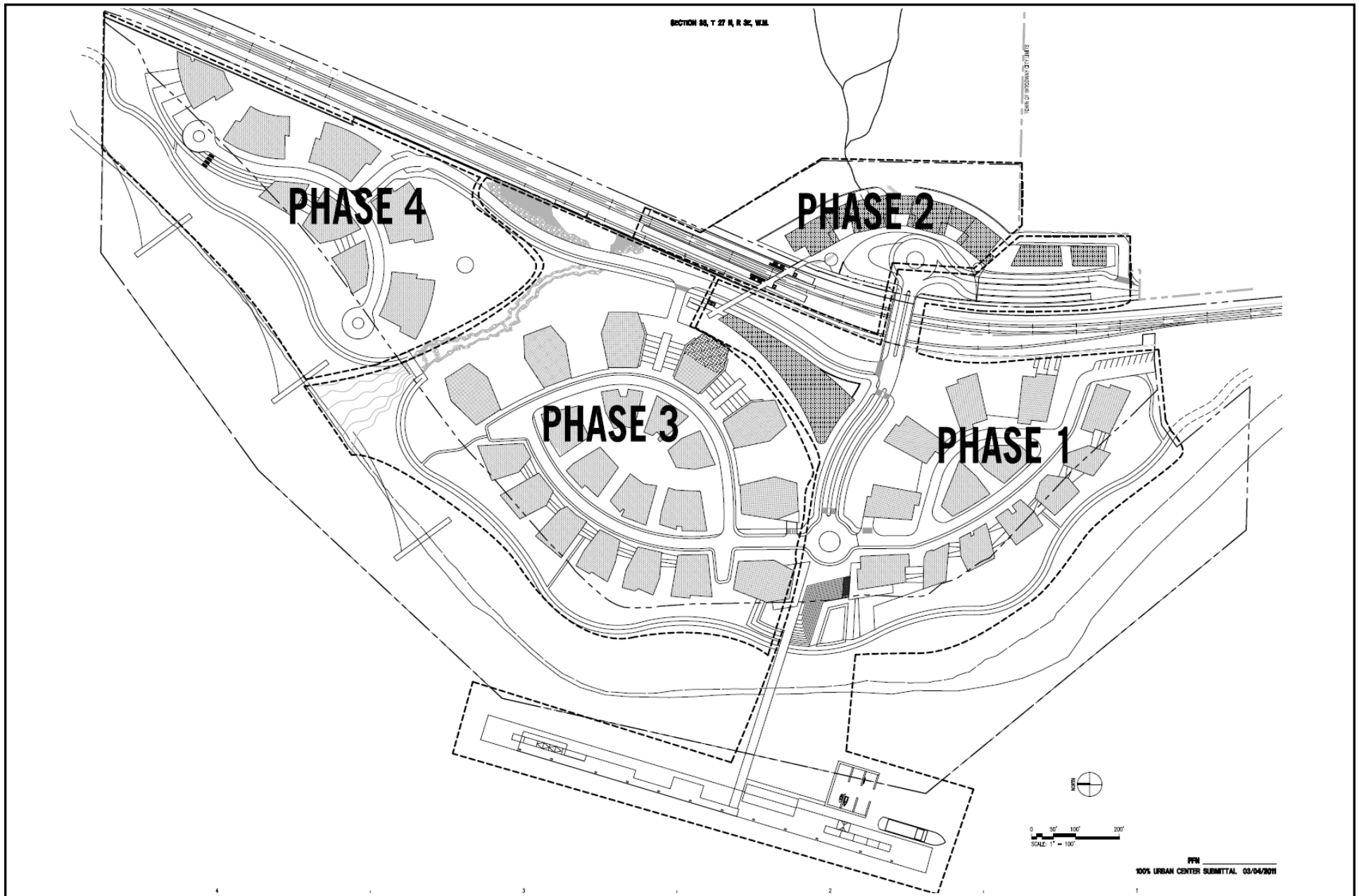
#### **Phase 3 – Central Village**

Phase 3 would be the largest phase of development and would include more than 1,000 residential units of various types. It would also include retail uses, restaurants, understructure parking, utilities, public amenities (e.g., a public amphitheater), community center site, clean energy and waste treatment center, shoreline public boardwalk extension, stream and shoreline restoration, and renovation of the existing deepwater pier.

#### **Phase 4 – North Village**

Phase 4, the final phase of development, would include: residential units of various types, understructure parking, public amenities (e.g., the final public shoreline boardwalk extension and large forested open space with trails), stream and shoreline restoration, and utilities.

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Source: Perkins+Will, 2011.

**Figure 2-17**  
Alternative 1—Phasing Plan

### **Building Design**

A total of 45 buildings would be constructed under Alternative 1. Exterior building materials would include a variety of materials, such as: wood, glass, metal, brick, and composite materials. All materials would be required to be consistent with a master set of urban design and architectural guidelines. These guidelines would be adopted as binding conditions, covenants, and restrictions (CC&Rs) for all new structures. (See **Figures 2-18**, Boulevard and Urban Plaza Site Area Section – Alternative 1, and **Figure 2-19**, North, Central and South Villages Area Sections – Alternative 1.). Two building height scenarios are analyzed for Alternative 1: Scenario A - Proposed 170-Foot Maximum Building Height and Scenario B - 90-Foot Maximum Building Height, as described below.

#### **Scenario A – Proposed 170-Foot Maximum Building Height**

Proposed buildings would be a maximum of approximately 170 feet in height, less than the maximum height calculated below under the version of SCC 30.34A.040 in place at the time complete applications were submitted for the Point Wells Urban Center, with additional height added for desirable features, transit, and an EIS (see **Figure 2-20**, Building Heights – Alternative 1 Scenario A, Proposed Building Height).

The maximum allowed building height in the UC zone under which Alternative 1 would be developed is calculated as follows:

Base Height:	90 feet
Additional Height for Desirable Features, Transit, and EIS <sup>5</sup>	90 feet
<b>Total Maximum Height:</b>	<b>180 feet</b>

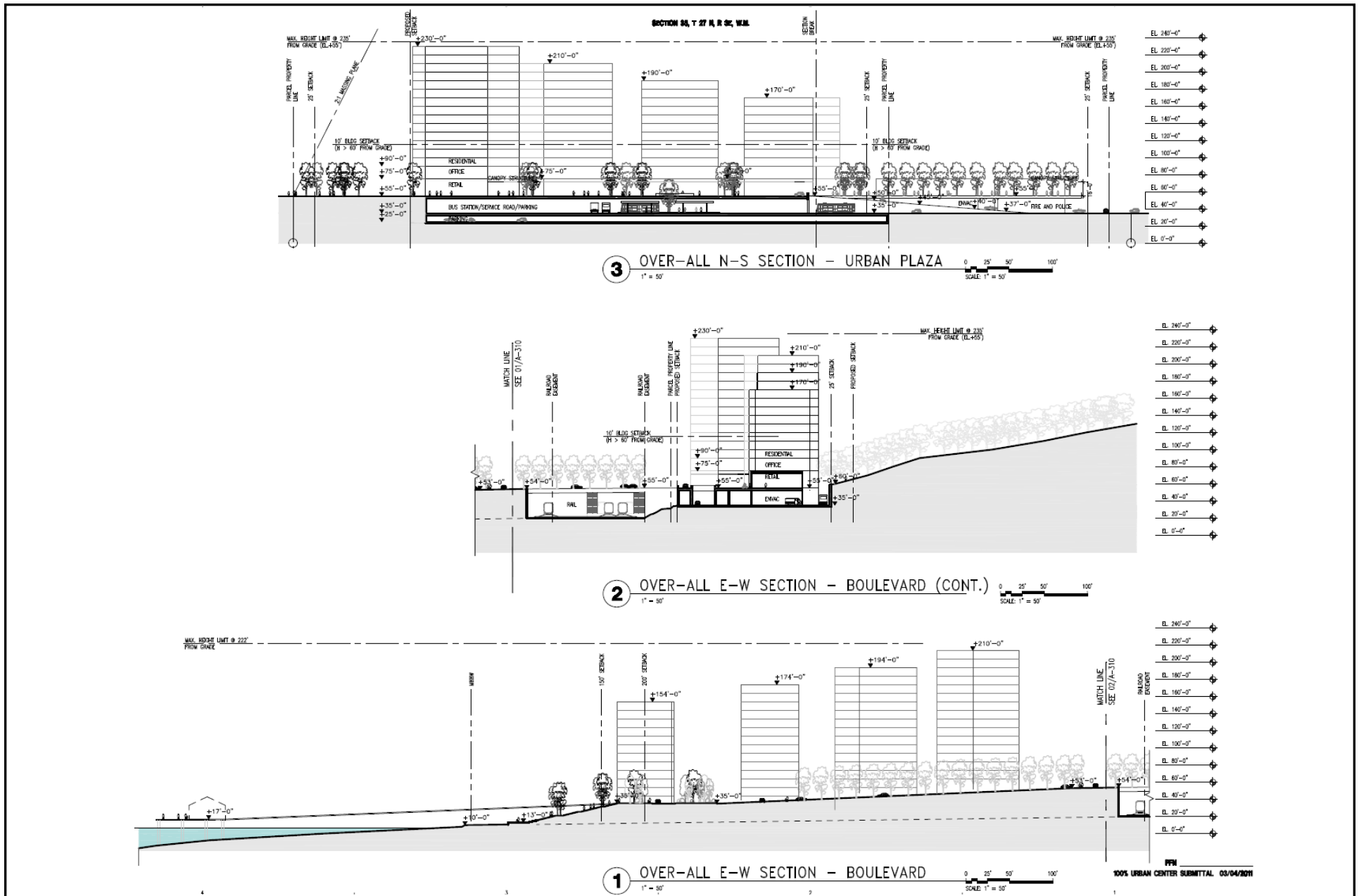
#### **Scenario B - 90-Foot Maximum Building Height**

For analysis purposes, a 90-foot maximum building height scenario is also included in this DEIS. This scenario represents the base building height permitted under the version of SCC 30.34A.040 in place at the time complete applications for the Point Wells Urban Center were submitted. Overall development under this scenario would be the same as under Alternative 1, including land use breakdown and building and infrastructure layout. The differences would relate to the building heights and unit sizes. Buildings would be a maximum of 90 feet high, and some of the residential units would be smaller than under building height Scenario A.

### **Alternative 2 – Urban Village Alternative**

Alternative 2 represents redevelopment of the site as a mixed-use development at a lower density, similar to what could be achieved under the site's current UV Comprehensive Plan designation and PCB zoning classification.

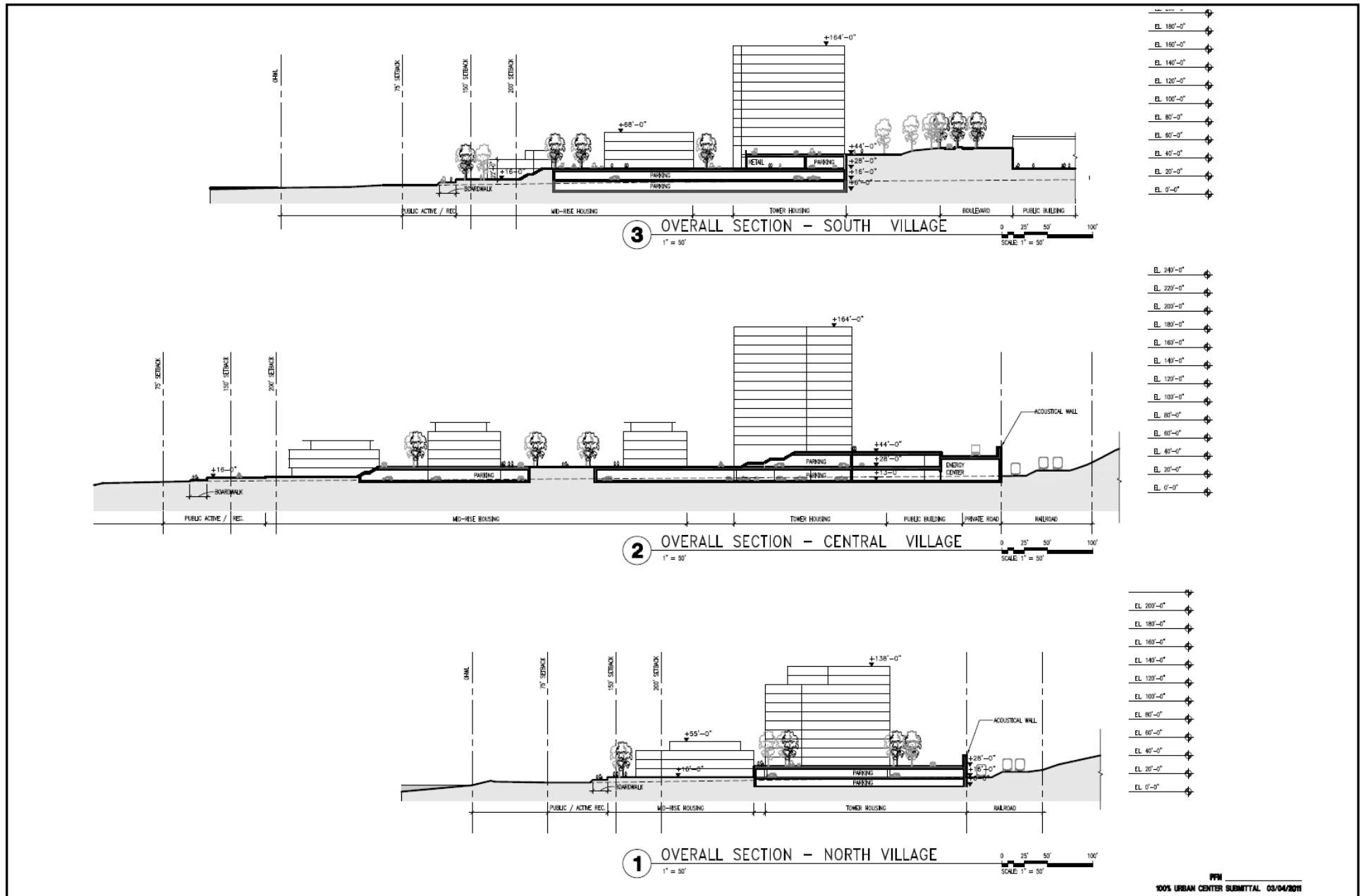
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Source: Perkins+Will, 2011.

**Figure 2-18**  
Alternative 1—Boulevard and Urban Plaza Area Section

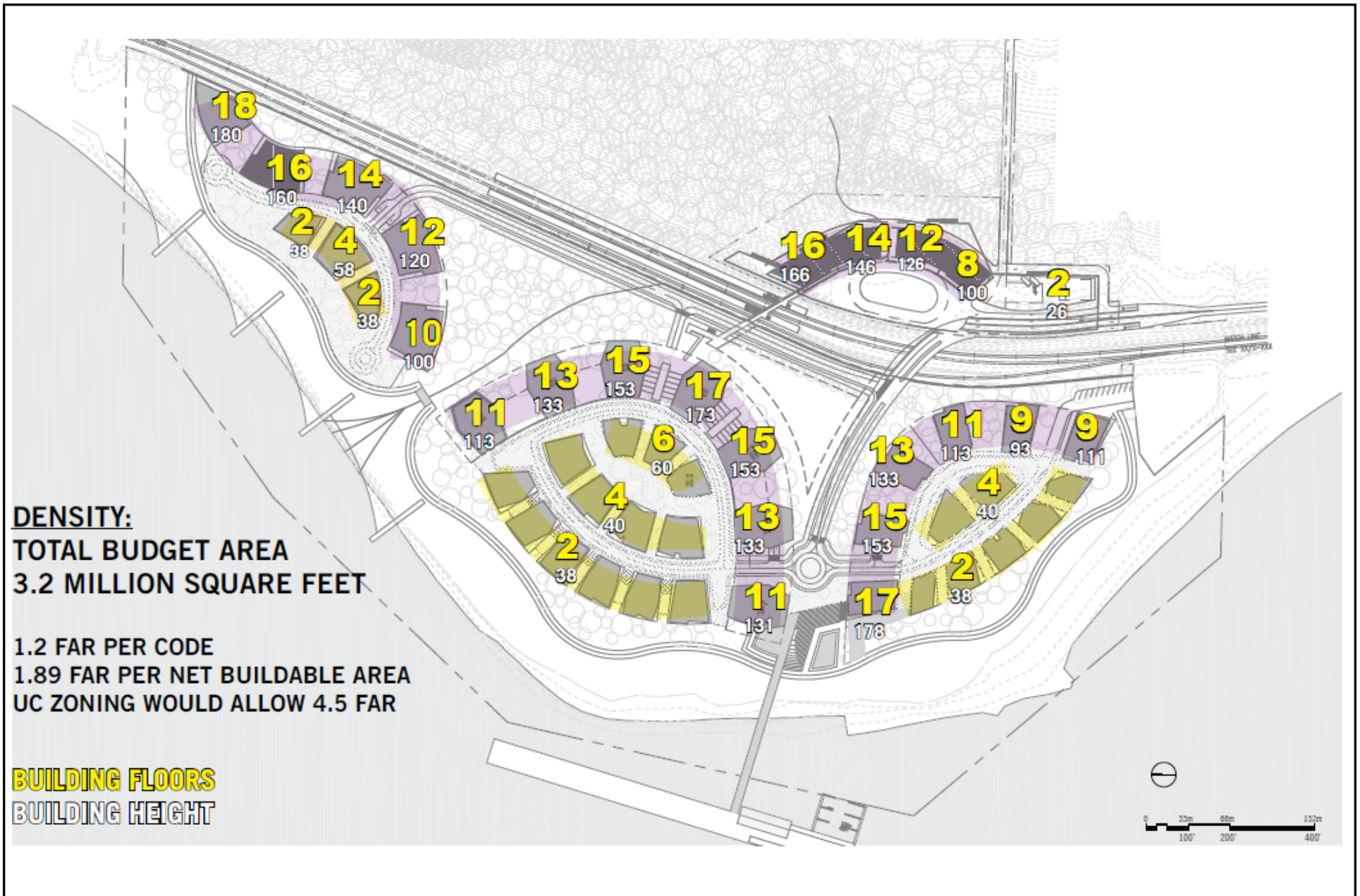
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Source: Perkins+Will, 2011.

**Figure 2-19**  
Alternative 1—North, Central and South Villages Area Section

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Source: Perkins+Will, 2011.

**Figure 2-20**  
Alternative 1—Building Heights

Development assumed under Alternative 2 is summarized in **Table 2-2** and further described below. See **Figure 2-21** for a graphic depiction of Alternative 2. Proposed redevelopment under Alternative 2 would be similar to Alternative 1, with an identical building and infrastructure layout. The primary differences relate to the number of proposed residential units (fewer residential units would be provided under Alternative 2), and the proposed building heights (certain buildings would be lower under Alternative 2). As shown in **Table 2-2**, approximately 26.9 acres of the upland area of the site (56 percent) would be covered in impervious surface areas with proposed redevelopment under Alternative 2, including buildings, pavement, the boardwalk, and areas above underground building structures., the same amount as Alternative 1.

Similar to Alternative 1, redevelopment would feature a mix of residential, commercial, retail, public service, and open space/recreation uses developed in phases. Alternative 2 would include: approximately 2,600,000 sq. ft. of residential uses (2,600 units), 32,262 sq. ft. of commercial/office uses (with space for on-site police and fire facilities), and 94,300 sq. ft. of retail uses (see **Table 2-2** and **Figure 2-22**). The project would provide publically-accessible passive and active open space, including a public dock and shoreline boardwalk, and associated infrastructure identical to under Alternative 1. Alternative 2 is anticipated to generate approximately 4,784 residents and approximately 344 employees.

### **Proposed Upland Development**

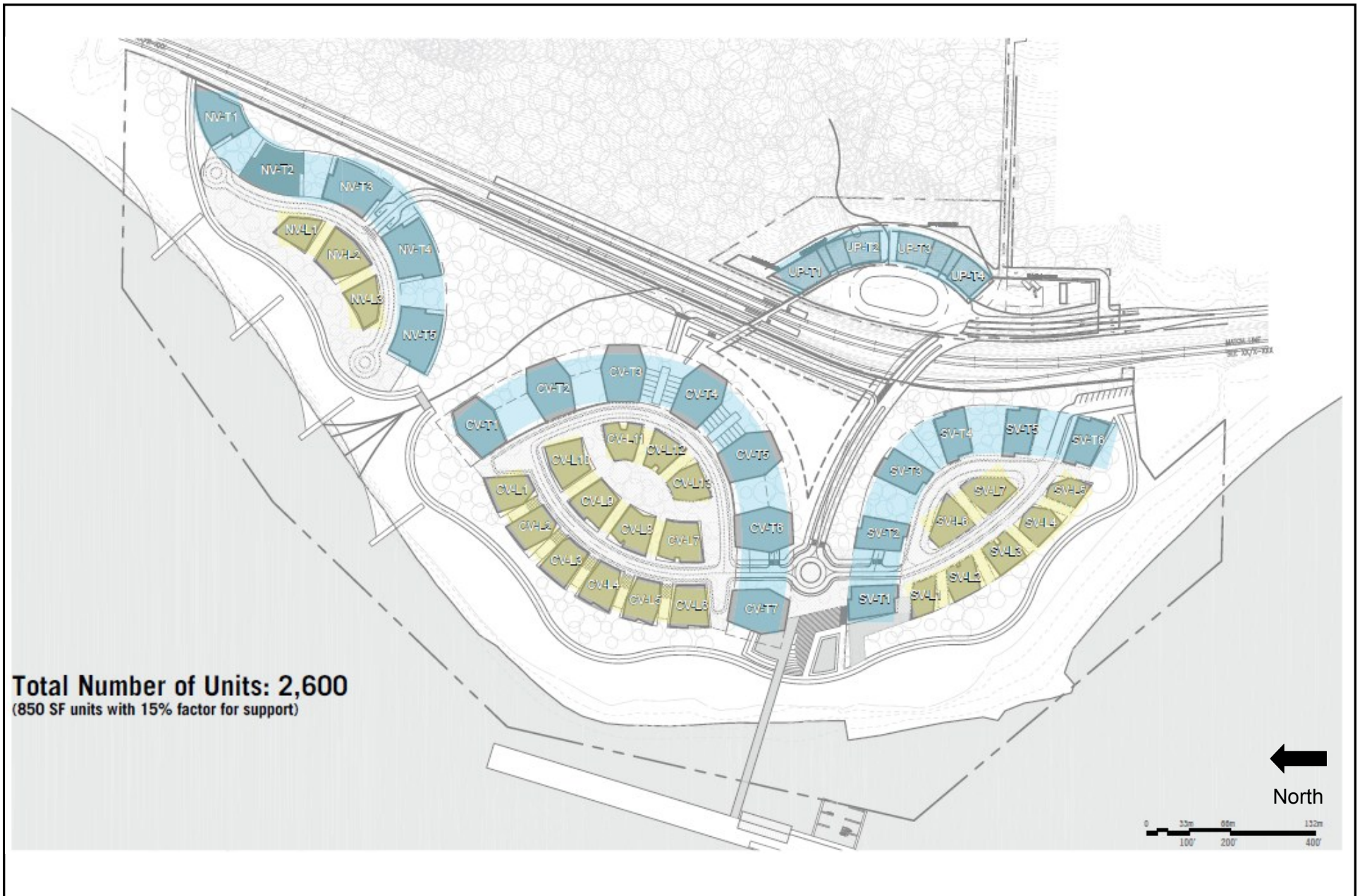
Under Alternative 2, the proposed upland development would feature the same site design and building layout as Alternative 1, but with lower maximum building height. A total of approximately 2,600,000 sq. ft. of residential uses (2,600 units) would be provided under Alternative 2 (compared to 3,081,000 sq. ft. and 3,081 units under Alternative 1). A variety of multi-family residential housing types would be provided, including apartments, condominiums and townhomes. The average size of the residential units would be approximately 850 sq. ft. The majority of the units would be middle income and upper income housing. Not less than 994 units would be devoted to senior housing.

Proposed commercial/office and retail development onsite would be the same as Alternative 1 and would include a mix of commercial space (office, business, and civic uses), retail space (retail, entertainment, and restaurants), and public services (police and fire facilities).

### **Proposed Shoreline Development**

Proposed shoreline development under Alternative 2 would be the same as Alternative 1 and would include seawall reconstruction and realignment; conveyance channel and nearshore habitat area development; deepwater dock renovation; and, shoreline pedestrian boardwalk and public plaza development.

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Source: Perkins+Will, 2014.

**Figure 2-21**  
Alternative 2—Site Plan

### **Open Space and Trails**

Open space under Alternative 2 would be as described for Alternative 1 (approximately 57 percent of the total site area would be retained as open space), including: publically accessible active open space, publically accessible passive open space, and semi-private open space. As under Alternative 1, approximately 1.7 acres of sidewalks/trails would be provided under Alternative 2, including a new shoreline boardwalk and renovated deepwater dock.

### **Landscaping**

Proposed landscaping under Alternative 2 would be the similar to Alternative 1, and would meet or exceed Snohomish County's landscaping requirements for the PCB zone (SCC 30.25.030).

### **Access/Parking/Transit Facilities**

The access and parking concept under Alternative 2 would generally be as described for Alternative 1; however, fewer parking spaces would be provided for Alternative 2 due to fewer residential units than under Alternative 1. A total of 2,815 parking spaces would be provided under Alternative 2 for the various site uses at full buildout.

The provision of a transit center is not required by the Urban Village land use designation/PCB zoning classification. However, under Alternative 2 a transit center could nonetheless be included on a voluntary basis.

### **Utilities**

Under Alternative 2, utilities would be provided as described under Alternative 1.

### **Grading**

Grading for Alternative 2 would occur as described for Alternative 1.

### **Phasing**

Similar to Alternative 1, Alternative 2 would be developed in phases over the course of approximately 15 to 20 years. Decommissioning and cleanup of the site would be conducted for each project phase during design and permitting of the site improvements in that phase. Building construction and site development would follow cleanup, starting with the primary site infrastructure and public amenities. The infrastructure design and construction would be phased to most efficiently expand the infrastructure for a particular phase.

### **Building Design**

The maximum allowed building height in the UV zone is calculated as follows:

Base Ht. (SCC 30.31A.115):	75 feet
Additional Height for Desirable Features, Transit, and EIS: (current version of SCC 30.31A.115)	50 feet

Additional Height for Adoption of LID features:  
(current version of SCC 30.63C.080(1)(a))

14 feet

**Total Maximum Height:**

**139 feet**

A total of 45 building would be constructed under Alternative 2 , the same as under Alternative 1. The Alternative 2 buildings would be a maximum of approximately 139 feet in height, within the maximum height calculated above (versus the maximum 170 feet high under Alternative 1). As compared to Alternative 1, 20 buildings would be lower, 16 buildings would be higher, and 9 buildings would be the same height (see **Table 2-5** and **Figure 2-22**, Building Heights – Alternative 2).

**Table 2-5  
COMPARISON OF BUILDING HEIGHTS –  
ALTERNATIVE 1, 2 & 90-FOOT HEIGHT SCENARIO**

Building	Alternative 1		Alternative 2		90-Foot Height Scenario	
	# of Stories	Building Height	# of Stories	Building Height	# of Stories	Building Height
<b>URBAN PLAZA</b>						
UP-T1	14	140 feet	13	130 feet	9	90 feet
UP-T2	12	120 feet	12	120 feet	9	90 feet
UP-T3	10	100 feet	10	100 feet	9	90 feet
UP-T4	8	80 feet	7	70 feet	9	90 feet
UP-Podium 1	2	20 feet	2	20 feet	2	20 feet
UP-Podium 2	2	20 feet	2	20 feet	2	20 feet
<b>NORTH VILLAGE</b>						
NV-T1	17	170 feet	14	140 feet	9	90 feet
NV-T2	16	160 feet	12	120 feet	9	90 feet
NV-T3	14	140 feet	10	100 feet	9	90 feet
NV-T4	12	120 feet	7	70 feet	9	90 feet
NV-T5	10	100 feet	7	70 feet	9	90 feet
NV-L1	2	20 feet	4	40 feet	3	30 feet
NV-L2	4	40 feet	3	30 feet	9	90 feet
NV-L3	4	40 feet	2	20 feet	9	90 feet
<b>CENTRAL VILLAGE</b>						
CV-T1	10	100 feet	7	70 feet	9	90 feet
CV-T2	12	120 feet	10	100 feet	9	90 feet
CV-T3	14	140 feet	11	110 feet	9	90 feet
CV-T4	16	160 feet	12	120 feet	9	90 feet
CV-T5	14	140 feet	11	110 feet	9	90 feet
CV-T6	12	120 feet	10	100 feet	9	90 feet
CV-T7	10	100 feet	7	70 feet	9	90 feet
CV-L1	2	20 feet	3	30 feet	9	90 feet
CV-L2	2	20 feet	3	30 feet	3	30 feet

Table 2-5 Continued

Building	Alternative 1		Alternative 2		90-Foot Height Scenario	
	# of Stories	Building Height	# of Stories	Building Height	# of Stories	Building Height
CV-L3	2	20 feet	2	20 feet	3	30 feet
CV-L4	2	20 feet	2	20 feet	9	90 feet
CV-L5	2	20 feet	3	30 feet	9	90 feet
CV-L6	2	20 feet	3	30 feet	9	90 feet
CV-L7	4	40 feet	5	50 feet	9	90 feet
CV-L8	4	40 feet	5	50 feet	9	90 feet
CV-L9	4	40 feet	5	50 feet	9	90 feet
CV-L10	4	40 feet	5	50 feet	9	90 feet
CV-L11	6	60 feet	7	70 feet	9	90 feet
CV-L12	6	60 feet	7	70 feet	9	90 feet
CV-L13	6	60 feet	7	70 feet	9	90 feet
<b>SOUTH VILLAGE</b>						
SV-T1	16	160 feet	7	70 feet	9	90 feet
SV-T2	14	140 feet	10	100 feet	9	90 feet
SV-T3	12	120 feet	12	120 feet	9	90 feet
SV-T4	10	100 feet	10	100 feet	9	90 feet
SV-T5	8	80 feet	7	70 feet	9	90 feet
SV-T6	8	80 feet	7	70 feet	9	90 feet
SV-L1	2	20 feet	3	30 feet	9	90 feet
SV-L2	2	20 feet	2	20 feet	9	90 feet
SV-L3	2	20 feet	2	20 feet	3	30 feet
SV-L4	2	20 feet	2	20 feet	3	30 feet
SV-L5	2	20 feet	3	30 feet	3	30 feet
SV-L6	4	40 feet	7	70 feet	3	30 feet
SV-L7	4	40 feet	5	50 feet	9	90 feet

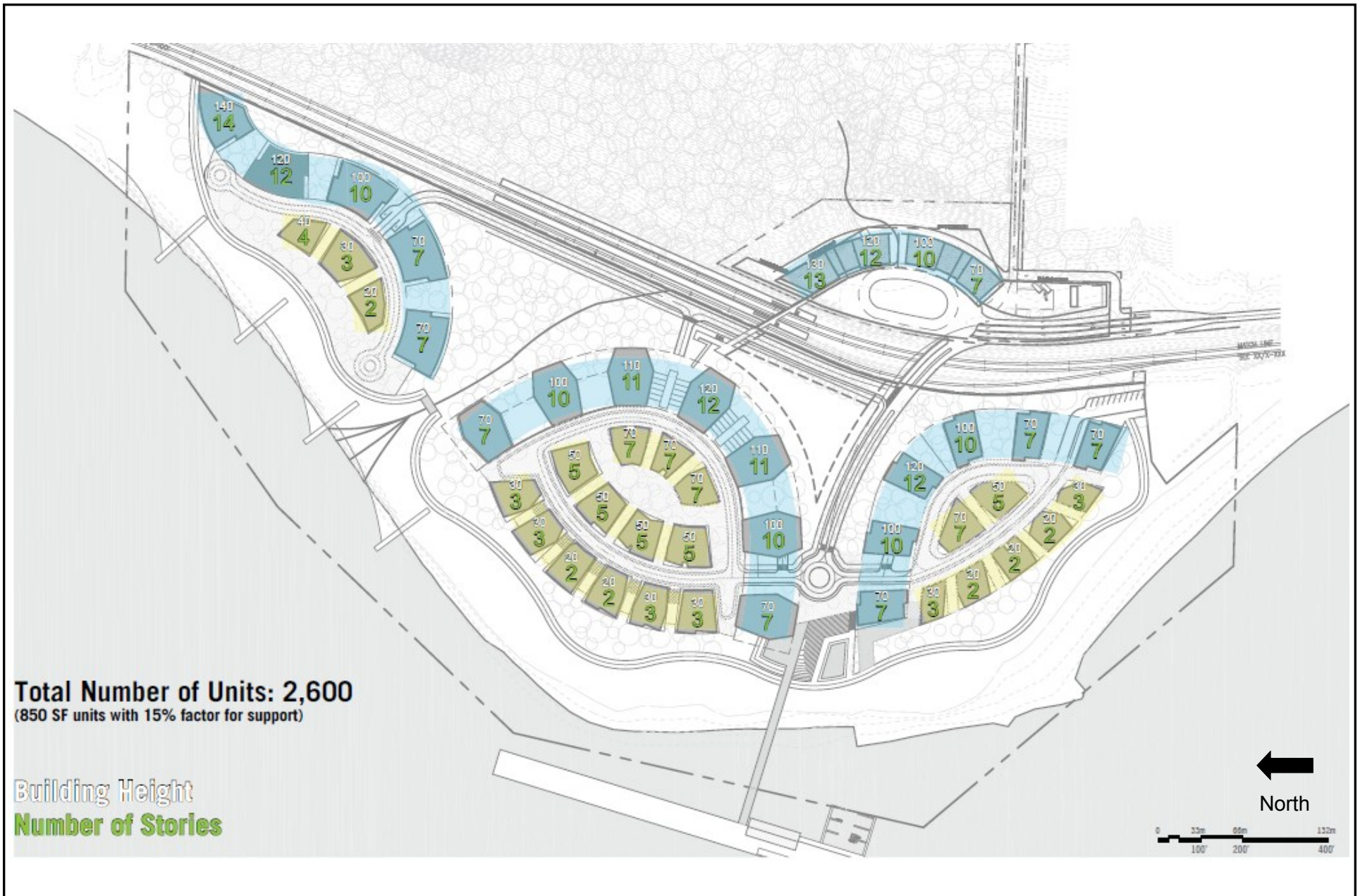
Source: Perkins+Will, 2015.

The building design concept under Alternative 2 would feature materials and concepts as described for Alternative 1, and all materials would be required to be consistent with a master set of urban design and architectural guidelines.

## 2.7.2 No Action Alternative

Under the No Action Alternative, it is expected that the site would remain in industrial use; existing underused facilities would likely be renovated where necessary and reused. Two scenarios are analyzed for this alternative in the DEIS: Scenario A - Continuation of existing conditions, and Scenario B - Reuse of existing underused industrial facilities. Further descriptions of these No Action scenarios are provided below.

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Source: Perkins+Will, 2014.

**Figure 2-22**  
Alternative 2—Building Heights

The site could also redevelop in the future in accordance with the uses allowed by the site's current UV land use designation and PCB zoning classification. The PCB zone is intended to provide for community business enterprises in areas desirable for business but having highly sensitive elements of vehicular circulation, or natural site and environmental conditions while minimizing impacts upon these elements through the establishment of performance criteria. The uses permitted in the PCB zone include: multi-family residential, retirement housing, retail/commercial, general office, and warehouse/storage uses.

## Scenario A – Continuation of Existing Conditions

Under Scenario A, no redevelopment would occur on the site at this time. Existing industrial uses would continue as at present. This would be considered a continuation of nonconforming land uses per SCC 30.28.072, since the uses were legally established prior to the effective date of applicable County land use regulations (i.e., the current County FLUM and zoning map), but no longer conform to the applicable regulations.

## Scenario B –Reuse of Existing Underused Industrial Facilities

Under Scenario B, no redevelopment would occur on the site. Existing industrial uses would continue, and currently underused industrial facilities onsite would be renovated where necessary and reused. Scenario B would provide for an intensification of industrial uses onsite. Similar to Scenario A, these uses would be considered a continuation of legally-established non-conforming land uses.

The specific development that is assumed under Scenarios A and B is summarized in **Table 2-6**. See **Figure 2-5** for map of existing site conditions under No Action Scenarios A and B.

**Table 2-6**  
**ASSUMED INDUSTRIAL OPERATIONS – NO ACTION ALTERNATIVE SCENARIOS A AND B**

	Scenario A	Scenario B
<b>ASPHALT OPERATIONS</b>		
Throughput	282,000 BBLS per yr.	750,000 BBLS per yr.
Tanks in Service	5	8
Truck Trips Average, Each Way	5 per day/1,825 per yr.	14 per day/5,110 per yr.
Truck Trips Maximum, Each Way	28 per day <sup>1</sup>	75 per day <sup>1</sup>
Employees	6	9
<b>MARINE FUELING OPERATIONS</b>		
Throughput	3,925,000 BBLS per yr.	11,000,000 BBLS per yr.
Tanks in Service	8	13
Fuel Transfers across the Dock	275 per year	>400 per year
Employees	6	9
<b>LIGHT FUELS STORAGE &amp; DISTRIBUTION</b>		
Throughput	0	9,230,000 BBLS per yr.
Fuel Transfers across the Dock	0	75 per yr.
Truck Trips Average, Each Way	0	125 per day

	Scenario A	Scenario B
Truck Trips Maximum, Each Way	160 per day	75 - 100
Employees	0	
<b>TOTAL</b>		
<b>Throughput</b>	5,790,400 BBLS per yr.	20,980,000 BBLS per yr.
<b>Tanks in Service</b>	11	18
<b>Truck Trips, Average, Each Way</b>	5 per day/1,825 per yr.	139 per day/5,110 per yr.
<b>Truck Trips Maximum, Each Way</b>	20 per day	50 per day
<b>Employees</b>	13	91 - 116

**Source:** *Paramount Petroleum Corporation, 2015.*

Throughput = the amount of material or items passing through a system or process.

BBLS = barrels, a unit of volume for crude oil or petroleum; one barrel = 42 US gallons

<sup>1</sup>Truck trips maximum is during warm months (April – Sept.).

## 2.8 BENEFITS AND DISADVANTAGES OF DEFERRING PROJECT IMPLEMENTATION

The benefits of deferring approval of the Proposed Actions and implementation of redevelopment of the site include deferral of:

- Potential impacts of the redevelopment on the natural environment (e.g., critical areas on and adjacent to the site); and,
- Potential impacts of the redevelopment on the man-made environment (i.e., traffic operations, aesthetics/views, historic and cultural resources, public services and utilities).

The disadvantages of deferring approval of the Proposed Actions and implementation of redevelopment include deferral of:

- Tax revenues and other fees (i.e., property taxes, and permit, inspection, and utility connection fees) that would accrue to Snohomish County;
- The opportunity to implement an Urban Center/Urban Village to coordinate development of the site;
- The opportunity to provide public amenities and access to the Puget Sound shoreline;
- The opportunity to improve existing substandard infrastructure (e.g., Richmond Beach Drive and Richmond Beach Way);
- The opportunity to restore, enhance, and create habitat along the waterfront and throughout the site; and

- Cleanup/remediation of the existing site contamination on the surrounding environment.

# **Affected Environment, Impacts, Mitigation Measures, and Significant Unavoidable Adverse Impacts**

## CHAPTER 3

# AFFECTED ENVIRONMENT, IMPACTS, ALTERNATIVES, MITIGATION MEASURES, AND SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

**Chapter 3** describes the affected environment, impacts of the EIS Alternatives, mitigation measures and any significant unavoidable adverse impacts on the environment that would be anticipated from the *Point Wells Mixed-Use Redevelopment Project*.

### 3.1 EARTH

This section of the DEIS describes the existing geotechnical conditions on and in the vicinity of the Point Wells site. Potential impacts from development of the EIS Alternatives are evaluated and mitigation measures identified. This section is based on the *Subsurface Conditions Report* (March 2016) prepared by Hart Crowser (see **Appendix C**).

#### Methodology

Surficial geologic information on the site and vicinity was primarily obtained from University of Washington and U.S. Geological Survey mapping and descriptions, as well as Snohomish County critical areas mapping and regulations. Subsurface geologic and groundwater information for the site is based on over 200 borings and/or monitoring wells.

In 2015, a 250-foot boring was completed at the top of the slope to the east of the site and a piezometer installed to monitor groundwater levels in order to assess soil conditions and potential geologic hazards. Field reconnaissance was also performed in 2015 on the site and the slope to the east to document slope conditions and evaluate potential landslide features identified on LiDAR imagery. Five hand borings were also advanced on the slope during the reconnaissance (see **Appendix C** for details).

A description of contaminated soils and discussions related to the Model Toxic Control Act (MTCA) cleanup/remediation processes onsite is provided in Section 3.5, **Environmental Health**.

#### 3.1.1 Affected Environment

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##### Topography

The site is comprised of an approximately 56-acre “Lower Bench” adjacent to Puget Sound and an approximately 5-acre “Upper Bench” to the east. The Upper and Lower Benches are separated by the BNSF railroad line that runs along Puget Sound. The Lower Bench is about

10 to 20 feet above sea Level behind a concrete seawall, sheet pile wall, and rip/rap. The Upper Bench is about 50 feet higher in elevation than the Lower Bench. The topography of the Upper and Lower Benches is generally flat. Gradients generally increase from the south end to the north end of the site. There is an approximately 10-foot elevation change across the Lower Bench. The Upper Bench is also relatively flat, with the exception of a steep ascending slope along its eastern perimeter that has an average gradient of about 50 percent and locally steeper sections approaching 100 percent.

The off-site area to the east of the site generally consists of a bluff that rises approximately 150 feet to 220 feet. The slope gradient in this area varies; the majority is steeper than 33 percent, the maximum gradient is 100 percent. In general, steeper slopes and vertical scarps are present in the middle and northern portions of this off-site area. A near-vertical, approximately 50-foot-high bluff is situated at the top of the slope to the northwest of the site, immediately west of residential homes.

(See **Figure 2-5**, Existing Site Conditions, for the topography onsite and Figure 5 in **Appendix C** for LiDAR imagery of the site and vicinity.)

## Surface Geology

The surficial geology of the Upper and Lower Benches consist of pre-Fraser deposits and artificial fill, respectively. The pre-Fraser deposits are sedimentary deposits typically consisting of poorly to well-sorted gravel, sand, silt, and clay. The fill on the Lower Bench was placed to raise the grade for construction of the existing industrial facility. The artificial fill consists of loose to dense, trace to silty, gravelly sand.

The surficial geology decreases in age to the east of the site. On the adjacent hillside, the pre-Fraser deposits are overlain by Lawton Clay, Advance Outwash, Vashon Till, and Recessional Outwash. There is a limited amount of colluvium (loose, unconsolidated sediments that have been deposited at the base of hillslopes) in this area. The colluvium that is present was deposited by ongoing erosion and historical landslides. In addition to these natural processes, the slope to the east of the site was likely graded to facilitate construction of a now-abandoned access road known as Heberlein Road, as well as other structures built on the hillside in the past. Fill material was placed on the hillside during historical operation of the Point Wells facilities (see **Appendix C** for details on site and vicinity surface geology).

## Soils

Soils at the site and on the slope to the east reflect the geological depositional history of the area, and are, in order of increasing age: fill, colluvium, Vashon Till, Advance Outwash, Lawton Clay and alternating pre-Fraser nonglacial fluvial and lacustrine deposits (see **Appendix C** for details on site and vicinity soils).

## Geologic Hazards

Per SCC 30.62B, Snohomish County regulates geologic hazards, including: landslide, seismic, tsunami, erosion, mine, and volcanic hazards. Since the site is located at a great distance from any known mine and volcanic hazards, the risk for these particular hazards is considered low for the site and these hazards are not discussed in this section. The other geologic hazards on and adjacent to the site are described below. See **Figure 3.1-1**, Geologic Hazards, for a depiction of these hazard areas on and in the vicinity of the site.

### **Onsite**

#### **Landslide Hazards**

SCC 30.91L.040 defines landslide hazard areas as “areas potentially subject to mass earth movement based on a combination of geologic, topographic, and hydrologic factors, with a vertical height of 10 feet or more.” This includes areas with:

- Slopes that are steeper than 33 percent;
- Where the geologic contacts are susceptible to landslide activity;
- Where springs or groundwater seeps are present;
- Areas of historical landslide activity, and
- Areas susceptible to undercutting by waves.

A structural setback is required from the top and bottom of a steep slope unless the County approves a deviation. The minimum top of slope setback is 50 feet, or the height of the slope divided by three. The minimum toe of slope setback is 50 feet, or the height of the slope divided by two.

The steep slopes along the east side of the Upper Bench onsite are considered a landslide hazard area. Landslide hazard areas are also present on the slope to the east of the site (see **Figure 3.1-1**, Geologic Hazards, and **Appendix C** for details on existing landslide hazards).

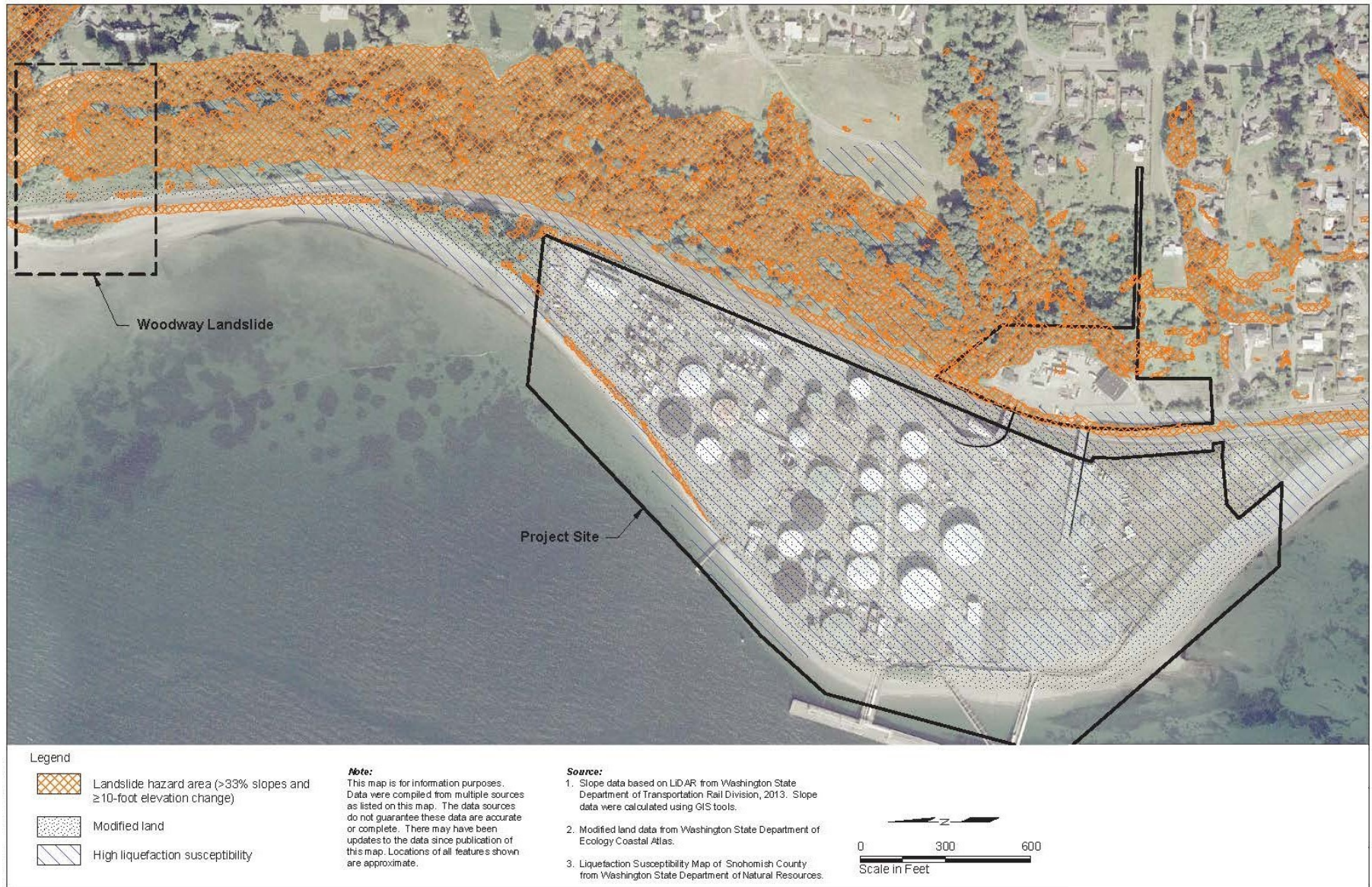
#### **Seismic Hazards**

SCC 30.91S.120 defines seismic hazard areas as areas having a severe risk of the following:

- Earthquake damage from liquefaction;
- Seismically induced ground rupture;
- Seismically induced landsliding; or
- Areas of known or inferred faults.

The site and much of the vicinity is located in a seismically active area, as is the majority of western Washington. Seismically induced hazards at the site are discussed further below.

# Point Wells Mixed-Use Redevelopment Project Draft EIS



Source: Hart Crowser, 2016.

**Figure 3.1-1**  
Geologic Hazards Map

### *Liquefaction and Lateral Spreading*

Liquefaction is a phenomenon where saturated soils lose their strength during an earthquake and become fluid-like and mobile. As a result, the ground may undergo large permanent displacements that can damage underground utilities and well-built surface structures. In the Lower Bench, layers in the lacustrine deposit (up to 47 feet below ground surface, bgs) are potentially liquefiable during an earthquake. The amount of liquefaction would depend on the soil density, type, and saturation. The fill and colluvium in the Upper Bench are also likely to be liquefiable.

Lateral spreading -- cracking and movement of the ground down slope or towards unsupported margins of rivers, streams, or the coast -- is typically caused by the liquefaction of underlying soils. Retaining walls and shoring are currently present along the western boundary of the Lower Bench and extend up to about 25 feet bgs. There is no retaining wall around the Upper Bench. Without considering retaining structures, it is estimated that the lateral spread at the site during a seismic event could extend several feet near the existing shoreline, decreasing inland.

### *Earthquake Faults*

There are no identified faults underlying the site. The closest known faults to the site are the South Whidbey Fault Zone, located about 7.5 miles north of the site.

(See **Appendix C** for details on existing seismic hazards.)

### Tsunami Hazards

A tsunami is a series of ocean waves generated by sudden displacements in the sea floor, landslides, or volcanic activity. Tsunami flooding hazards are possible at the site because of the close proximity of Puget Sound. According to the 2010 Snohomish County Tsunami Hazard Areas map, the Puget Sound shoreline along the site is within a tsunami hazard area with a maximum depth of approximately twelve-feet. The tsunami hazard area is concentrated around the shoreline and quickly dissipates as you move inland (east) (see **Appendix C** for details on existing seismic hazards).

### Erosion Hazards

SCC 30.91E.160 defines erosion hazard areas as areas at high risk of water erosion according to the mapped description units of the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) river-channel migration zones, and shorelines of other waterbodies subject to wind and wave erosion.

The USDA NRCS maps indicate that the Lower Bench soils are "Urban Land," and do not have a high risk of water erosion. In general, increased silt content increases the risk of water erosion. Lower Bench soils are generally sand and gravel; silt content varies, but the soils are generally non-silty to slightly silty and do not appear to have a significant water erosion risk.

The site is not adjacent to any of the rivers listed in the SCC; however, it is adjacent to a shoreline. The current influence of wave erosion on the site and adjacent slopes is likely low because of the presence of a series of steel sheet pile seawalls, concrete seawalls, and/or riprap adjacent to Puget Sound along the shoreline.

The USDA NRCS maps also indicate the Upper Bench soils are “Urban Land,” and do not have a high risk of water erosion. However, Upper Bench soils are generally silty sand and silt, and appear to be susceptible to erosion.

(See **Appendix C** for details on existing erosion hazards)

## **Offsite**

### **Landslide Hazards**

As previously mentioned, the slope gradient of the slope to the east of the site varies, although the majority of the slope is steeper than 33 percent, and is, therefore, designated a landslide hazard area.

### ***Recent and Historical Landslides***

In general, landslides on steep slopes adjacent to the Puget Sound are common as coastal bluff erosion is an ongoing, natural process. Landslides of varying sizes have occurred on the slope above the site, and will continue to occur unless engineering controls are put in place to stabilize the slope. Most of the recent slope movement near the site appears to be related to wet surface soil, seeps, and surface water erosion, which has caused small block failures, localized rotational slides and surface sloughing. However, evidence of larger landslides was also observed on the steeper bluffs located to the northwest of the site and above the Upper Bench. It is unknown whether runout from these larger slides ever reached the site in the past. Wet weather and similar subsurface conditions likely triggered these larger slides.

Large, deep-seated landslides have been recorded in the vicinity of the site. The Woodway Landslide, which occurred approximately 1,500 feet north of the site in 2000, is an example of the type of large, deep-seated landslides that occur on Puget Sound coastal bluffs. This slide followed a prolonged period of heavy precipitation, which resulted in increased water infiltration into the subsurface, increased groundwater pore pressures, and reduced soil strength; these combined factors are believed to have triggered the landslide.

### ***Slope Stability Analysis***

In the 2015 reconnaissance of the slope to the east of the site, areas of localized slope instability were observed. Slope instability has been reported historically along similar slopes along Puget Sound. A slope stability analysis on the north end of the tall, steep section of the bluff to the east of the site was conducted to provide a preliminary assessment of the risk and impact of a potential deep-seated landslide -- similar to the

Woodway Landslide that occurred to the north of the site in 2000 -- on the Point Wells site (see **Appendix C** for details on the methodology used for the slope stability analysis).

Two cases for a deep-seated landslide for both static (without earthquake) and seismic (with earthquake) conditions were evaluated:

- 1) A shallower failure of the steepest portion of the bluff; and
- 2) A deeper failure of a large portion of the bluff.

Both cases were assessed assuming the presence and absence of groundwater.

The analysis indicated that the slope is marginally stable to stable under current conditions and the estimated groundwater conditions. However, the analysis predicts a slope failure would occur for the assumed ground acceleration (seismic horizontal acceleration coefficient of 0.168 g) and groundwater conditions (see **Appendix C** for details).

### *Potential Landslide Travel Distance/Runout*

The best available information on potential landslide travel distance/runout lengths is measured data from actual debris flows. The USGS evaluated Puget Sound coastal bluffs from Seattle to Everett following the significant landslide events of the 1996 to 1997 rainy season. The mapped landslides included three shallow earth slides or debris flows on the slope to the east of the site, and the Woodway Landslide to the north of the site. The three shallow landslides to the east were of similar size, had a runout length of about 155 feet, and did not reach the toe of the slope (adjacent to the Upper Bench onsite). The Woodway Landslide had a runout length of about 770 feet, and the landslide debris extended about 425 feet from the toe of the slope across the BNSF railroad tracks and into Puget Sound. The Woodway Landslide was one of two landslides in the study area with a runout length greater than 650 feet. The average landslide (50th percentile) runout length was about 200 feet, and the infrequent landslide (90th percentile) runout length was about 330 feet or less.

While subsurface conditions in the slope to the east of the site appear similar to those at the Woodway Landslide, the overall slopes adjacent to the site appear flatter than the Woodway Landslide site prior to sliding. The pre-failure slope gradient at the Woodway Landslide was estimated at about 70 percent, while the estimated pre-failure slope gradients on the slope to the east of the site were estimated at about 60+ percent. Therefore, due to the flatter slope gradient, it would be anticipated that there would be slightly less potential for a landslide runout on slopes adjacent to the site to reach the site.

(See **Appendix C** for details on landslide travel distance.)

### Erosion Hazard

The USDA NRCS maps the soils on the slope to the east of the site as gravelly sandy loam (till and outwash) and does not indicate a high risk of water erosion. Borings at the top of the slope and on the face of the slope encountered till, outwash, and lacustrine clay and silt.

These soil units included silty sand and silt layers that are susceptible to erosion (see **Appendix C** for details).

### 3.1.2 Impacts of the Alternatives

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This sub-section analyzes impacts to topography, soils, and geologic hazard areas on and in the vicinity of the Point Wells site with proposed redevelopment. Impacts are expected to be similar for Alternative 1 and Alternative 2; any differences between the alternatives are noted.

#### Alternatives 1 and 2

##### **Topography**

Site grading would occur during initial site preparation and during all subsequent phases of site redevelopment under Alternatives 1 and 2. A substantial amount of earthwork would be required for excavating the Upper Bench for below-grade structures and raising the grade on the Lower Bench. Initial site preparation would likely require an increase in elevation of approximately eight feet on the Lower Bench and a decrease in elevation of approximately 15 feet on the Upper Bench. Approximately 600,000 cubic yards of material would be imported to the site from an approved off-site source. Approximately 100,000 cubic yards of native material would be redistributed onsite – additional clean, granular imported fill may be required. Construction during all project phases following initial site preparation would require excavation and filling for construction of buildings, infrastructure, public spaces, and habitat restoration. A total of approximately one million cubic yards of cut and fill could be necessary for overall site redevelopment. It is anticipated that fill material would be barged to the site, delivered to the site via rail, and to a minor extent trucked to the site.

Development of the secondary access roadway on the slope to the east of the site would also require areas of cut and fill to accommodate proposed road grades. Route 2 would require the least amount of grading, while Route 1 would have the deepest and longest cuts on the slope.

The suitability of excavated site soils for compacted structural fill would depend on the gradation and moisture content of the soil. In general, site soils do not appear suitable for structural fill; however, soils would be evaluated at the time of construction. Site soils could be used for non-structural purposes such as in landscaped areas. However, re-use of on-site soils may not be desirable due to the potential contamination that may be present from past industrial uses.

Earthwork would likely be performed with standard excavation, grading, and compaction equipment. While all earthwork activities would benefit from dry weather, timing of the earthwork for the Upper Bench and secondary access road to coincide with drier periods is recommended due to the potential for high groundwater below the Upper Bench and

significant springs and seeps on the slopes to the east. Best Management Practices (BMPs) would be used to manage surface water and control erosion during earthwork both on and offsite (see **Appendix C** for details on site grading).

The site's existing approximately 3,300-foot long seawall would be removed and reconstructed with redevelopment. Most of the new seawall would be relocated 40 to more than 100 feet landward of its existing location. The primary purpose of this realignment would be to create approximately 5.7 acres of new intertidal habitat area (see **Figure 2-11**, Shoreline Restoration Plan – Alternative 1).

## **Geologic Hazards**

### **Erosion Hazards**

Alternatives 1 and 2 would include excavation of the Upper Bench for construction of below-grade structures. These excavations would encounter silty sands and silts that are susceptible to erosion. Soil erosion during construction would be addressed through implementation of erosion and sediment control BMPs.

As mentioned above, Alternatives 1 and 2 include re-establishing the beach and seawall protecting the Lower Bench from erosion. Specifics of the beach and seawall design would be formulated during project design.

Grading for the potential secondary access road would likely encounter silty sands and silts that are susceptible to erosion. Because of the steep grades along the potential alignments, this grading would present a high erosion risk. Soil erosion during construction would be addressed through erosion and sediment control BMPs and temporary surface water management would be critical during grading activities, particularly if they are performed during the rainy season. Temporary access roads would be abandoned and mitigated (i.e., revegetated, graded for positive drainage) subsequent to construction. Development of a secondary access road would increase impervious surface on and adjacent to the erosion hazard area. Permanent surface water drainage controls would be designed and implemented to prevent increased risk of erosion from surface water runoff associated with the secondary access road (see **Appendix C** for details).

### **Landslide Hazards**

Development of the Upper Bench under Alternatives 1 or 2 would impact the existing slope and portions of the development of the Upper Bench would occur within the setback from the slope along the eastern boundary of the site. As the Upper Bench is directly at the base of a section of shorter steep slopes that have slid in the past, slope failures above the Upper Bench would likely result in potential landslide debris runout reaching the proposed development under Alternatives 1 and 2. Additionally, redevelopment would likely include excavating the Upper Bench at the toe of the adjacent steep slopes for below grade structures which could increase the potential for landslides. Temporary shoring for excavation and permanent retaining structures would be designed to accommodate the proposed development and address potential landslide hazard.

Development of the Lower Bench would have minimal impacts on the existing slope conditions and is outside of the required setback to a steep slope. Based on the estimated landslide runout lengths measured from the landslide scarp for an average landslide (50<sup>th</sup> percentile) and infrequent landslide (90<sup>th</sup> percentile), landslide runout is not anticipated to reach the Lower Bench if a static slope failure occurred on the slope to the east of the site. However, if a landslide on the scale of the Woodway Landslide (greater than 99<sup>th</sup> percentile) were to occur, the landslide runout would likely reach proposed development on the Lower Bench. In general, as the off-site slopes to the east of the site become less steep from north to south, the potential impact from the landslide hazards would likely decrease. Additional evaluations would be needed during project design to better assess potential landslide runout and design appropriate mitigation (see **Appendix C** for details).

### *Secondary Access Road*

Development of the secondary access road would affect the existing slope conditions to the east of the site. Grading would occur on or adjacent to steep slopes and observed recent landslides. Areas of cut and fill would be necessary and drainage along the alignments would likely be impacted and require management. Adding the secondary access roadway would also increase impervious surfaces on and adjacent to landslide hazard areas. Surface water drainage controls would be designed to prevent increased risk of landslides from surface water runoff associated with the roadway. The following compares the potential landslide impacts from each of the secondary access road routes.

**Secondary Access Route 1:** This route would cross an approximately 900-foot stretch of steep slopes and would be adjacent to shallow landslides that have historically occurred. Removal of material (approximately 35 feet of cut) from the upper portion of the bluff along the route alignment would increase slope instability and permanent slope cuts would need to be designed as reinforced slopes for stability. Deep foundations would also likely be necessary for the bridge portion of the alignment and would need to be designed to resist shallow slope movement. Additional slope stabilization measures such as surface water and groundwater controls may be necessary to mitigate potential deep slope instability that could affect the roadway.

**Secondary Access Route 2:** Route 2 would also cross steep slopes and through a historic landslide area above the Upper Bench, but would cross a much shorter stretch of steep slopes than Route 1 (approximately 100 feet compared to 900 feet under Route 1). Most of the route would be located on shallower slopes and minimal grading would be necessary. The proposed embankment in and adjacent to the steep slope (up to 20 feet above existing grade) would increase stability of the existing steep slope. Temporary construction disturbance would be substantially less than under Route 1. Drainage of the existing slopes would also be accounted for in the design so that the stability of the slopes would not be reduced.

**Secondary Access Route 2A:** Potential impacts of Route 2A would be similar to Route 2; however, Route 2A would require grading over a longer distance on steep slopes

(approximately 600 feet versus 100 feet under Route 2) and would include up to approximately 20 feet of fill and 8 feet of cut. The fill near the base of the slope for the road alignment would be supported by a retaining wall. The combination of fill and retaining wall would increase the stability of the slopes, but soil cut may need to be designed as a reinforced slope for stability. Temporary construction disturbance would be greater than Route 2 but less than Route 1.

(See **Appendix C** for details on the potential geotechnical impacts of the secondary access routes.)

### Seismic Hazard Areas

Potential seismically-induced geotechnical hazards at the site with proposed redevelopment under Alternatives 1 and 2 include surface rupture, liquefaction and subsidence, lateral spread, and seismically induced landslides, as described below.

#### *Surface Rupture*

The site is approximately 7.5 miles south of the Southern Whidbey Island Fault, and approximately 12.5 miles north of the northern trace of the Seattle Fault. The probability that these faults would produce surface rupture that would affect the site is considered low. Therefore, impacts under Alternatives 1 and 2 from surface rupture are unlikely.

#### *Liquefaction and Subsidence*

On the Lower Bench, there is a high likelihood of widespread liquefaction capable of causing damage to Lower Bench development. The soils observed on the Upper Bench are also potentially liquefiable. Limited soil layers in the slopes to the east of the site appear to be potentially liquefiable, depending on groundwater conditions.

As the site is potentially liquefiable, the soil is considered Site Class F. Based on the soil classification and the proposed building heights, a site-specific site response analysis would need to be performed at the design stage.

Under Alternatives 1 and 2, there is significant potential for liquefaction-induced settlement or bearing capacity failure of buildings and infrastructure to occur during an earthquake; however, mitigation measures such as ground improvements or pile supported structures would minimize potential impacts of liquefaction. Potential post-earthquake loss of soil strength on the slope to the east of the site due to liquefaction could result in a landslide/debris flow of significant runout that could impact development on the Upper and Lower Benches.

A potential secondary access road from the east could be damaged or destroyed by liquefaction-induced settlement or lateral movement if the alignment passes through or adjacent to areas with potentially liquefiable soils. Route 1 is located within potentially liquefiable soils, while Routes 2 and 2A could also be located within potentially liquefiable

soils, depending on groundwater conditions. Additional explorations during roadway design would be needed to better assess the potential for liquefaction and appropriate mitigation. Potential drainage impacts of the secondary access road would also need to be addressed during design to prevent increased soil saturation which could potentially increase liquefaction susceptibility (see **Appendix C** for details).

### *Lateral Spread*

Alternatives 1 and 2 include re-establishing the beach for intertidal habitat and replacing the existing seawall landward of its current location. Lateral spread could affect the stability of overlying structures. Appropriate engineering solutions would need to be implemented to address lateral spread. Alternatively, foundations would need to be designed for the influence of lateral spread. Non-building elements (e.g., walkway, beach, utilities) could be affected by lateral spread as well, and maintenance of these elements would be required. Alternatives 1 and 2 would not increase the likelihood of lateral spread occurring (see **Appendix C** for details).

### *Seismically Induced Landslide*

The anticipated runout for a seismically-induced landslide is unclear because models are based on extreme weather events rather than on a seismic event. Additional investigation and analyses would be needed during design to better define groundwater conditions and better assess the likelihood of a seismic failure and anticipated seismic slope displacement (see **Appendix C** for details).

### Tsunami Hazard

Based on the proposed changes in grade for Alternatives 1 and 2, it appears that the overall site grades would be above the estimated increase in water level that could occur as a result of a tsunami (see **Figure 3.3-3**, Relationship of Project to Flooding, Tsunami Hazard and Sea Level Rise). Some erosion to the beaches onsite could occur, which could be addressed through maintenance, if necessary. The new seawall would need to be designed to resist the impacts and potential erosion related to a tsunami, or potential damage to the seawall could be addressed through maintenance or reconstruction, if necessary (see **Appendix C** for details).

### Construction Techniques

Site soils do not appear to be suitable for uses as structural fill due to their composition and gradation. However, soils would need to be evaluated at the time of construction.

As noted previously, existing soils on the Lower Bench would have a high likelihood for widespread liquefaction; soils within the Upper Bench would also be considered potentially liquefiable. Construction techniques could be incorporated as part of development to address the existing soils, include ground improvements and deep foundations. Ground improvements could include the modification of existing soils to achieve desirable soil characteristics. Loose, liquefiable soils could be modified to increase the soil's resistance to

liquefaction to address settlement, loss of strength and lateral spreading. Construction techniques could include stone columns, geopiers or rammed aggregate piers, or grouting.

Because the existing site soils are potentially liquefiable (particularly on the Lower Bench), shallow foundations are not recommended without first performing ground improvements or overexcavation and replacement. Deep foundations that extend to and are supported by the dense to very dense underlying soils would be preferred. A variety of deep foundations could be used to support development under Alternatives 1 and 2. The type of pile would depend on the loads and locations of potential structures and could include drilled shafts, augercast piles, micropiles, or driven piles (see **Appendix C** for details).

### **Construction Vibration**

A screening-level review of the potential construction vibration impacts on existing structures and future development was performed. The review focused on potential damage to structures and did not include human annoyance vibration levels. Vibration sources during construction would include truck traffic, heavy on-site equipment, vibratory compaction equipment and impact or vibratory installation methods associated with foundations (e.g., piles) or ground improvement (e.g., stone columns, geopiers).

### **On-Site Structures**

Vibration impacts to existing on-site structures, utilities, and slopes near proposed construction activity would depend on the condition of the structures/utilities/slopes at the time of construction and their distance from the construction activity.

Pile-driving and vibratory ground improvement methods would have the most potential for impacts because of both potential vibration levels and local vibration-induced settlement. Potential effects of construction activity on existing structures would depend on the phasing of demolition and construction methods.

However, a geotechnical instrumentation program could be used to document and monitor work performed near settlement and vibration-sensitive areas, structures and/or utilities. This program would include preconstruction surveys, frequent monitoring and an alert system during construction and would minimize potential vibration-related impacts. As a result, significant vibration impacts would not be anticipated.

### **Off-Site Structures**

In general, construction vibration is not expected to result in significant impacts to off-site structures. The BNSF railroad line adjacent to the proposed development regularly experience more significant vibrations from freight trains than are anticipated to result from construction activities under Alternatives 1 and 2.

Off-site residences are located within about 125 feet of the proposed development at the south end of the Upper Bench. Vibration at these residences during construction for Alternatives 1 and 2 is not anticipated to be damaging to the structures.

Vibrations from construction traffic are expected to be similar to those from the current industrial truck traffic and from the Brightwater construction traffic. If the frequency of truck traffic increases with project construction, damage to structures is not expected.

(See **Appendix C** for details on construction vibration impacts.)

### **Railroad Vibration**

A screening-level review of potential railroad vibration impacts on existing structures and future development under Alternatives 1 and 2 was performed. The review focused on potential damage to structures and did not include human annoyance vibration levels.

Based on screening criteria in FTA (2006), it is not anticipated that vibrations from the railroad tracks would damage the existing or proposed structures. No additional soil settlement related to railroad operations is anticipated, as the railroad has operated in this location historically. As part of the *Seattle to Everett Commuter Rail EIS* (1999), the potential influence of railroad vibrations on stability of adjacent slopes was analyzed. The analysis concluded that vibrations from commuter rail traffic would not contribute substantially to overall slope instability and was unlikely to increase the potential for landslides or create new landslides, but could affect the timing of landslides (i.e., vibrations could trigger an imminent landslide on the verge of failing to slide sooner rather than later). Potential issues related to settlement could be addressed during design of specific structures (e.g., by using deep foundations, ground improvement, etc.) (see **Appendix C** for details).

## No Action Alternative

### **Scenario A – Continuation of Existing Conditions**

Under Scenario A, no redevelopment of the site would occur at this time that would require grading activities. The potential for soil erosion is considered minimal and no impacts to landslide hazard areas in the eastern portion of the site are expected. However, significant impacts to Puget Sound could occur if above-ground tanks or piping containing petroleum products were to rupture following a large landslide from the slopes to the east.

Scenario A would not impact surface rupture, liquefaction, or seismically induced landslide susceptibility. However, the existing seawall and adjacent facilities could be damaged by potential lateral spreading during an earthquake. Since little or no available design and construction data are available for the existing seawall, the extent to which Scenario A may be at risk because of lateral spreading is unknown. Conversely, Scenario A would not impact the likelihood of lateral spread occurring.

Based on the existing site grade that would remain under Scenario A, it is possible that a tsunami based on the worst case scenario and the highest water level increase modeled could overtop the existing seawall, depending on the tides at the time of the tsunami. The seawall and structures on land could be damaged as a result.

### **Scenario B – Intensification of Existing Industrial Conditions**

Potential earth-related impacts under Scenario B would be similar to those described for Scenario A, since no redevelopment of the site would occur that would require grading activities.

#### **3.1.3 Potential Mitigation Measures**

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The following “required/proposed” mitigation measures have been incorporated into the proposal; additional “other possible” mitigation measure could be identified that could further minimize the potential earth-related impacts.

#### **Required/Proposed Mitigation Measures**

##### **Prior to and During Construction**

- Site-specific temporary erosion and sediment control (TESC) plans and stormwater pollution prevention plans (SWPPP) would be implemented to reduce water quality impacts. Erosion during construction would be addressed through implementation of erosion and sediment control Best Management Practices (BMPs) including: limiting soil exposure time, limiting disturbance to vegetation, covering exposed soils with plastic sheeting, and managing surface water.
- Design-level geotechnical explorations and engineering would be conducted when specific building layout and structural loads are determined.
- Proposed development on the Upper Bench would require temporary shoring for construction of below-grade basement levels. Proposed development on the Lower Bench could also require shoring, although excavations of limited depth could be accomplished with cut slopes. Temporary shoring for excavation and permanent retaining structures could be installed at the toe of the slope the Upper Bench to stabilize slopes and address landslide hazards.
- As necessary, a temporary dewatering system would be installed in the excavation, or a “water tight” shoring system could be used to address the high water table on-site. Shoring systems could include a soldier pile with tiebacks or a cement-soil-mix or slurry wall. The type of dewatering system would depend on the depth of the excavation as well as the possibility of obtaining permits to discharge the collected water.
- Proposed buildings would be designed in accordance with the 2012 International Building Code to address the potential for seismic impacts.
- Foundation types would be determined based on the depth of the excavation and building loads. Unless soils are treated with ground improvements or are over excavated and replaced, a variety of deep foundation types would be used for development of the

site in areas where there are potentially liquefiable soils. The type of deep foundation (e.g. piles) would be determined during project design.

- The project would comply with Snohomish County Code, which requires tsunami disclosure and recording. The project developers would be encouraged to follow the recommendations in “Designing for Tsunamis,” contained in the 2001 National Tsunami Hazard Mitigation Program.
- The reconstructed seawall would be designed to resist the impacts and potential erosion related to a tsunami. Any damage to the seawall during a tsunami could be addressed through maintenance or reconstruction, if necessary.
- A geotechnical instrumentation program would be implemented to document and monitor work performed near settlement- and vibration-sensitive areas, structures and/or utilities. This program would include preconstruction surveys, frequent monitoring and an alert system during construction.
- Additional slope stability analyses would be performed on the slope to the east of the site during design of the project. The slope stability analysis could include investigations or analysis of groundwater pore pressure. The results of the stability analyses would be used to design engineering solutions to mitigate slope instability and/or minimize impacts to structures if the slope fails. Engineering solutions could include:
  - Improving slope vegetation to help reduce surface water infiltration, erosion, and shallow sloughing.
  - Reducing surface water discharge and/or infiltration onto and above the slope. This could be accomplished by diverting surface water flow away from landslide hazard areas or piping water to the bottom of and away from landslide hazard areas.
  - Reducing groundwater pore pressures in slope soils. This could be accomplished using horizontal drains, interceptor trenches, or pumped wells.
  - Stabilizing slopes using piles, drilled shafts, tiebacks, soil nails, spiral nails, or other appropriate technologies, depending on the depth of potential instability. Retaining walls near or at the toe of the slope could be used to stabilize slopes, and the height of the wall could be increased, with the top designed as a catchment for shallow, surficial slide debris. Considering the proposed development geometry for the Upper Bench and subsurface conditions, a soldier pile and lagging or secant pile wall with tiebacks could be options.
  - Grading in or adjacent to landslide hazard areas for the potential secondary access road would be minimized as much as possible. Drainage would need to be designed to minimize or mitigate potential effects on slope stability. The potential need for slope stabilization measures or use of deep foundations to support portions of the secondary access road would be addressed during design.

- Additional explorations and testing would be undertaken to assess the presence and extent of the potentially liquefiable soils for the mapped high liquefaction susceptibility areas on the slopes to the east of the site. Controlling drainage of groundwater in slopes with potentially liquefiable soils could potentially be used to mitigate liquefaction potential. The effectiveness of this potential mitigation would be analyzed during design of the project.

**During Operation**

- Following construction, a permanent stormwater management system would be installed per the *2010 Snohomish County Drainage Manual* (SCDM), which would address the potential for erosion and sedimentation during operation of the project.

#### 3.1.4 Significant Unavoidable Adverse Impacts

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Alternatives 1 and 2 would alter the natural topography of the site. With implementation of the required/proposed mitigation measures listed above, no significant earth-related impacts are anticipated.

## 3.2 AIR QUALITY AND GREENHOUSE GAS

To Be Provided

### 3.3 WATER RESOURCES

This section of the DEIS describes the existing water resources on and in the vicinity of the Point Wells site. Potential impacts from development of the EIS Alternatives are evaluated and mitigation measures are identified. The groundwater portion of this section is based on the *Subsurface Conditions Report* (March, 2016) prepared by Hart Crowser (see **Appendix C**); the stormwater portion of this section is based on the *Targeted Stormwater Report* (April, 2016) prepared by SvR Design Company (see **Appendix E**); and the wetland and stream portion of this section is based on the *Critical Areas Report* (April, 2016) prepared by David Evans and Associates (see **Appendix F**).

#### Methodology

Groundwater data was collected through: over 200 shallower borings previously completed on the Upper Bench and Lower Bench onsite and the slope to the east of the site; a 250-foot soil boring at the top of the slope to the east; installation of piezometers to monitor groundwater levels; and five hand-auger soil borings advanced on the slope to the east. Field reconnaissance of the slope to the east were performed in April and May 2015 using LiDAR images collected in 2013 by the Washington State Department of Transportation(WSDOT).

The targeted stormwater report was prepared based on the requirements in the *2010 Snohomish County Drainage Manual* (SCDM). Modeling for the report was conducted using the Washington State Department of Ecology's (Ecology's) Western Washington Hydraulic Model (WWHM).

Wetland and stream data was gathered based on resource data in the public domain and field investigations. The WDFW PHS program (WDFW 2010 and 2015) and the Washington State Department of Natural Resources (WDNR) Natural Heritage Program (NHP) were consulted. Field investigations were performed in October and November 2009 and February 2010 to verify preliminary data findings, delineate wetland boundaries, and flag stream ordinary high water marks (OHWMs). Wetlands were identified according to the *Washington State Wetlands Identification and Delineation Manual* (Ecology, 1997) and the *U.S. Army Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory, 1987).

(See **Appendices C, E, and F** for details on the methodologies used for the water resources analyses.)

### 3.3.1 Affected Environment

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#### Marine Shoreline

Puget Sound is located along the western boundary of the site. An existing seawall and bulkhead currently separates the sandy beach from the existing paved industrial portion of the site to the east (see **Figure 2-5**, Existing Site Conditions). The Puget Sound ordinary high water mark (OHWM) generally coincides with the existing seawall and due to the past placement of fill, the mean higher high water (MHHW) and OHWM partially overlap, especially along the northern half of the site. The MHHW elevation of Puget Sound is 8.61 feet.

The nearshore marine shoreline adjacent to the site is identified on the National Wetland Inventory and Priority Habitat and Species maps as an estuarine intertidal wetland unconsolidated shore that is regularly flooded or irregularly exposed. The standard marine waters/estuarine wetland buffer in Snohomish County is 150 feet wide (see **Appendix F** for details).

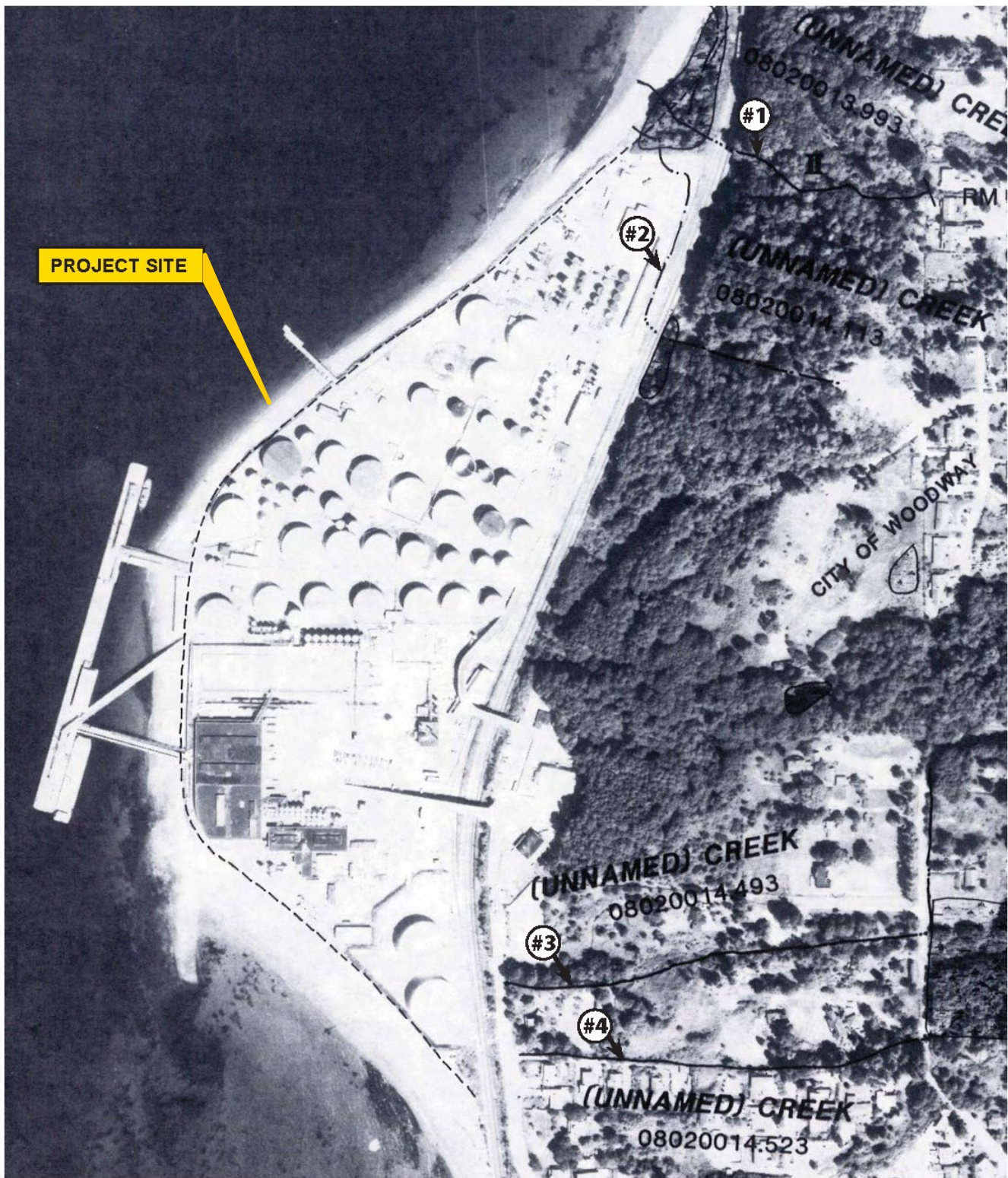
#### Streams and Wetlands

The majority of the site was formerly a saltwater marsh with a number of small creeks discharging to Puget Sound. The existing Point Wells industrial facility was reportedly constructed in 1912. The site was filled and paved for industrial use, and the creeks were piped and channeled through the site.

The Snohomish County Stream and Wetland Survey Map indicates that four small, unnamed streams are located adjacent to the site and drain off the eastern bluff into Puget Sound. Stream #1 does not flow exactly as mapped by the County. It flows off the bluff as mapped, but once it reaches the BNSF railroad tracks, flow is routed to the south along the east side of the tracks and merges with Stream #2. Stream #2 is a series of small streams/seeps on bluff to the east that flow through wetlands along the base of the bluff. Most of this runoff is then captured in a ditch along the east side of the railroad tracks, which then flows into a culvert under the track, and onto the north side of the site where it is routed through a ditch into Puget Sound. Stream #3 flows through a pipe down the bluff slope and is conveyed under the site. Stream #4 (also referred to as South Creek) is primarily located offsite (see **Figure 3.3-1**, Snohomish County Mapped Water Features On and In the Vicinity of the Site).

An additional drainage, Chevron Creek, flows into a sediment pond on the east side of the railroad tracks before being routed through approximately 1,200 feet of culvert beneath the site. Stream #4/South Creek is also piped through the site and both creeks combine before being discharged into Puget Sound at stormwater Outfall 3; the existing stormwater system is described below (see **Figure 3.3-2**, Additional Water Features On and In the Vicinity of the Site).

Point Wells Mixed-Use Redevelopment Project  
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Source:  
Snohomish County Stream and Wetlands Survey, 1987

Note: This figure is not to scale.



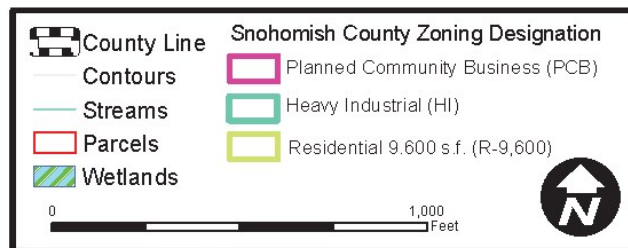
North

Source: David Evans and Associates, 2016.



**Figure 3.3-1**  
Snohomish County Mapped Water Features On and In the Vicinity of the Site

**Point Wells Mixed-Use Redevelopment Project  
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Source: David Evans and Associates, 2016.

**Figure 3.3-2**  
Additional Water Features On and In the Vicinity of the Site

All streams on and in the vicinity of the site would be considered Type N streams by Snohomish County. Type N streams do not contain fish or fish habitat and are generally steep and lack the required habitat to sustain anadromous (migrating) or resident salmonid populations; the standard Type N stream buffer is 50 feet.

No wetlands have been identified on the upland portion of the site to date. Stream #2 described above could be classified as a wetland or stream. While this stream includes all three wetland parameters, it is a constructed conveyance for runoff from the bluff slope to the east. Regulatory authorities (i.e., Snohomish County and the Army Corps of Engineers) will need to make a jurisdictional determination for this feature. As indicated above under *Marine Shoreline*, the nearshore marine shoreline adjacent to the site is an estuarine intertidal wetland; the standard marine waters/estuarine wetland buffer width in Snohomish County is 150 feet.

Two off-site wetlands are located adjacent to the site, one to the north and one to the east. The buffer for the wetland to the north does not extend onto the site. The buffer for the wetland to the east (Wetland A) extends into the eastern portion of the site (see **Figure 2-11**). Wetland A encompasses approximately 3,716 square feet and was classified as a Category IV Palustrine Forested Wetland. The standard Snohomish County buffer width for a Category IV wetland ranges from 25 feet to 50 feet.

(See **Appendix F** for details on streams and wetlands on and in the vicinity of the site).

## Floodplains

Existing 100-year floodplains onsite include the tidally influenced area adjacent to the shoreline. Per the Federal Emergency Management Agency Flood Insurance Rate Map for Snohomish County, the 100-year floodplain for this area is at an elevation of approximately 11 feet.

## Groundwater

Groundwater is present beneath the Upper Bench onsite at a depth of approximately 2.5 feet below ground surface (bgs) or an elevation of 44.5 feet. Groundwater occurs in the Lower Bench onsite at depths ranging from approximately 1.5 feet to 7.5 feet bgs, or elevations from 5.5 feet to 3.5 feet. Based on the 2007 Snohomish County Aquifer Recharge/Wellhead Protection Map, the site is located in an area of moderate aquifer sensitivity (the aquifer is located at 40 to 100 feet bgs).

Multiple groundwater zones appear to be present on the hillside to the east of the site. At the top of the slope, perched groundwater was encountered at an elevation of 186 feet. Numerous springs and seeps were identified on the hillside. Surface water was generally observed at contacts above and below the Lawton Clay, as well as at sand layers and interbeds within the formation. Seeps and springs seem to account for a large portion of the

water in the streams located on the slope, particularly in the northern portion of the hillside.

(See **Appendix C** for details on groundwater).

## Water Quality

In 2012, Ecology completed a Water Quality Assessment for Washington which includes data for Puget Sound, including the general area near the site. The assessment indicated that the general area met the standards for bacteria, temperature, mercury, and nickel, but did not meet the standards for sediment bioassay and would require a water quality improvement project total maximum daily load (TMDL).

More specifically, King County sampled the marine environment near the site in 2009, including a sampling station offshore from the site (station JSUR01) and at the beach onsite (station JSVW04). Station JSUR01 met the primary contact recreation marine surface water standards during all months/years sampled. Station JSVW04 was in compliance with fecal coliform standards during all months. Except for the maximum turbidity value at station JSUR01 during the month of March, no other anomalies or significant deviations from the norm were reported for the monitoring stations near the site. A marine water monitoring program conducted by King County in 2009 also included sampling intertidal sediments for the presence of 14 different metals. Oil and grease were detected at the site, as well as polybrominated diphenyl ethers, benzyl alcohol, and chlorinated pesticide. Of the five sites sampled during the study, the site tested the highest for mean level of total Copper in shellfish and mean level of total Zinc in shellfish (see **Appendix F** for details).

## Stormwater Management

The site is located in the Point Wells Drainage Basin, a sub-basin of the Snohomish County Puget Sound Drainage Basin, and is managed by the Snohomish County Surface Water Management Division (SWMD).

Existing impervious surfaces cover 56.0 acres (94 percent of the site). Approximately 43.3 acres of the upland area (areas above the MHHW) of the site (89 percent) is impervious, primarily buildings, tanks, and pavement. The 12.7 acres of the site in tidelands (areas below the MHHW) are also considered impervious areas. Approximately 5.1 acres of the site (11 percent) is presently in pervious surface areas such as naturally vegetated areas, landscaped areas, and areas of beach above the MHHW.

The existing on-site stormwater management system consists of a series of catch basins, storm drainage manholes, and stormwater drainage pipes. Three outfalls to Puget Sound are located onsite. Outfall 1 is the main outfall that discharges all of the stormwater and industrial wastewater that has passed through the existing Point Wells industrial wastewater treatment system. Outfall 1 is only exposed at extreme low tides and is located on the north side of the north pier. Outfall 2 is located along the shoreline, near the middle

of the site between the two pier access docks, and discharges stormwater from the eastern, Upper Bench. This outfall is not exposed even during low tides. Outfall 3 is located along the southern portion of the site and discharges stormwater originating from offsite areas upstream of the site, including Chevron Creek and South Creek. The upstream drainage basin for Outfall 3 is approximately 80 acres and consists of the steep slope bordering the site to the east and residential neighborhoods located at the top of the steep slope, in the Town of Woodway. It is assumed that the Outfall 3 is above the average grade of the site (see **Appendix E** for details).

Stormwater runoff from the site is presently routed through water quality treatment facilities, including oil/water separators and a flotation unit, and flocculant (to remove solids) is added prior to discharge to Puget Sound. The air flotation unit, with flocculant addition, is only operated when necessary to reduce suspended solids to meet permit standards.

Past industrial activities that have occurred onsite have resulted in the release of various contaminants to the soil and groundwater. The site is currently listed on Ecology's "Confirmed and Suspected Contaminated Sites List". A groundwater pump and remediation treatment system currently operates on the site to treat the contamination in the groundwater. These site remediation actions are being conducted by Paramount Petroleum based on Ecology's requirements. Cleanup activities at the site will be implemented under State of Washington regulations including the Model Toxic Control Act (MTCA) (WAC 173-340). Under MTCA regulations, any cleanup action must protect human health and the environment, meet environmental standards in other laws that apply, and provide for monitoring to confirm compliance with appropriate cleanup levels. Separate SEPA review will be conducted for the complete cleanup and remediation of the site (see Section 3.5, **Environmental Health**, for details).

### 3.3.2 Impacts of the Alternatives

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This sub-section analyzes impacts to water resources on and in the vicinity of the site with proposed redevelopment. Impacts are expected to be similar for Alternative 1 and Alternative 2; any differences between the alternatives are noted.

#### Alternatives 1 and 2

#### **Construction Impacts**

##### **Marine Shoreline**

Under Alternatives 1 and 2, the marine shoreline would experience temporary disturbance and potentially localized erosion and sedimentation during shoreline restoration activities, pile removal, pile driving, and stormwater outfall removal (if needed). Upland site disturbance could also result in erosion and sedimentation impacts to marine waters along the site.

Under Alternatives 1 and 2, the existing approximately 3,300-foot long seawall/bulkhead onsite would be removed and reconstructed. Most of the new seawall would be relocated 40 to more than 100 feet landward of its existing location. Re-establishing the beach and seawall would protect the Lower Bench and shoreline from erosion. Specifics of the beach and seawall design would be formulated during project design. Shoreline restoration activities could result in short-term erosion and sedimentation impacts on the marine environment.

The existing 1,050-foot-long deepwater dock adjacent to the site would be extensively renovated and the dilapidated pier and mooring dolphin to the north of the dock would be removed with proposed development. Removal of a stormwater outfall could also be required. In-water work would be necessary for pile-driving at the renovated deepwater dock; pile removal at the pier to be removed; and outfall removal that could generate temporary disturbance and contamination in the waters surrounding these activities.

Site-specific temporary erosion and sediment control (TESC) plans and stormwater pollution prevention plans (SWPPP) would be implemented to reduce water quality impacts. Erosion during construction would be addressed through implementation of erosion and sediment control Best Management Practices (BMPs). Other measures would also be implemented to reduce impacts on marine waters during construction.

### Streams and Wetlands

As described in *Affected Environment*, streams that historically flowed through the site from the east were largely piped in conjunction with filling for past industrial operations. Proposed development under Alternatives 1 and 2 would include the creation of a water conveyance channel through the center of the site to Puget Sound to daylight existing underground drainage culverts. Construction of proposed buildings and access in the Upper Plaza onsite would impact approximately 40 to 60 lineal feet of Chevron Creek. The existing sediment trap located at the base of the forested slope onsite would be moved upstream in the creek (see **Appendix F** for details).

No wetlands have been identified on the upland portion of the site to date; therefore, no impacts to wetlands are expected to occur in this area. Wetlands and their buffers located immediately adjacent to the site (e.g., Wetland A and the wetland to the north of the site) would not be impacted by proposed development under Alternatives 1 and 2. Stream #2 would be impacted by site development. The mitigation for these impacts would depend on the outcome of the jurisdictional determination for this water feature (e.g., to determine if it is a wetland or stream). The nearshore marine shoreline adjacent to the site is considered an estuarine intertidal wetland. See Marine Shoreline above for a discussion of the impacts to this wetland area with proposed development under Alternatives 1 and 2 (see **Appendix F** for details).

Impacts to off-site streams and wetlands on the slope to the east of the site could occur with development of the secondary access road under Alternatives 1 and 2. In particular,

Route 2A would require the construction of a retaining wall that could create impacts to the buffer of Wetland A. Mitigation measures would be identified to address the impacts of constructing the secondary access road on streams and wetlands would be identified during design of the road (see Section 3.1, **Earth**, and **Appendix C** for details)

### Flooding

Proposed grading activities onsite would include cut and fill, which would occur landward of the OHWM of Puget Sound that delineates the 100-year floodplain adjacent to the site. Initial site preparation would likely require an increase in elevation of approximately eight feet on the Lower Bench for drainage and ground improvements. Proposed structures would be built above the 100-year floodplain onsite, including the tidally influenced area adjacent to the shoreline. Therefore, no impacts to the floodplain are anticipated (see **Figure 3.3-3 –Relationship of Project to Flooding and Tsunami Hazards**).

### Groundwater

A shallow groundwater table (1.5 to 2.5 feet bgs) and an aquifer (40-100 feet bgs) lie beneath the site. No deep subsurface excavations or structures are proposed, which would prevent impacts to deep aquifers. With the exception of parking garages, the project would be largely built above existing grades to reduce the need for dewatering excavations. Therefore, impacts to groundwater from grading activities are anticipated to be minimal. Indirect impacts to groundwater could occur from pollutants in stormwater runoff that could infiltrate to the groundwater (see the discussion of stormwater below).

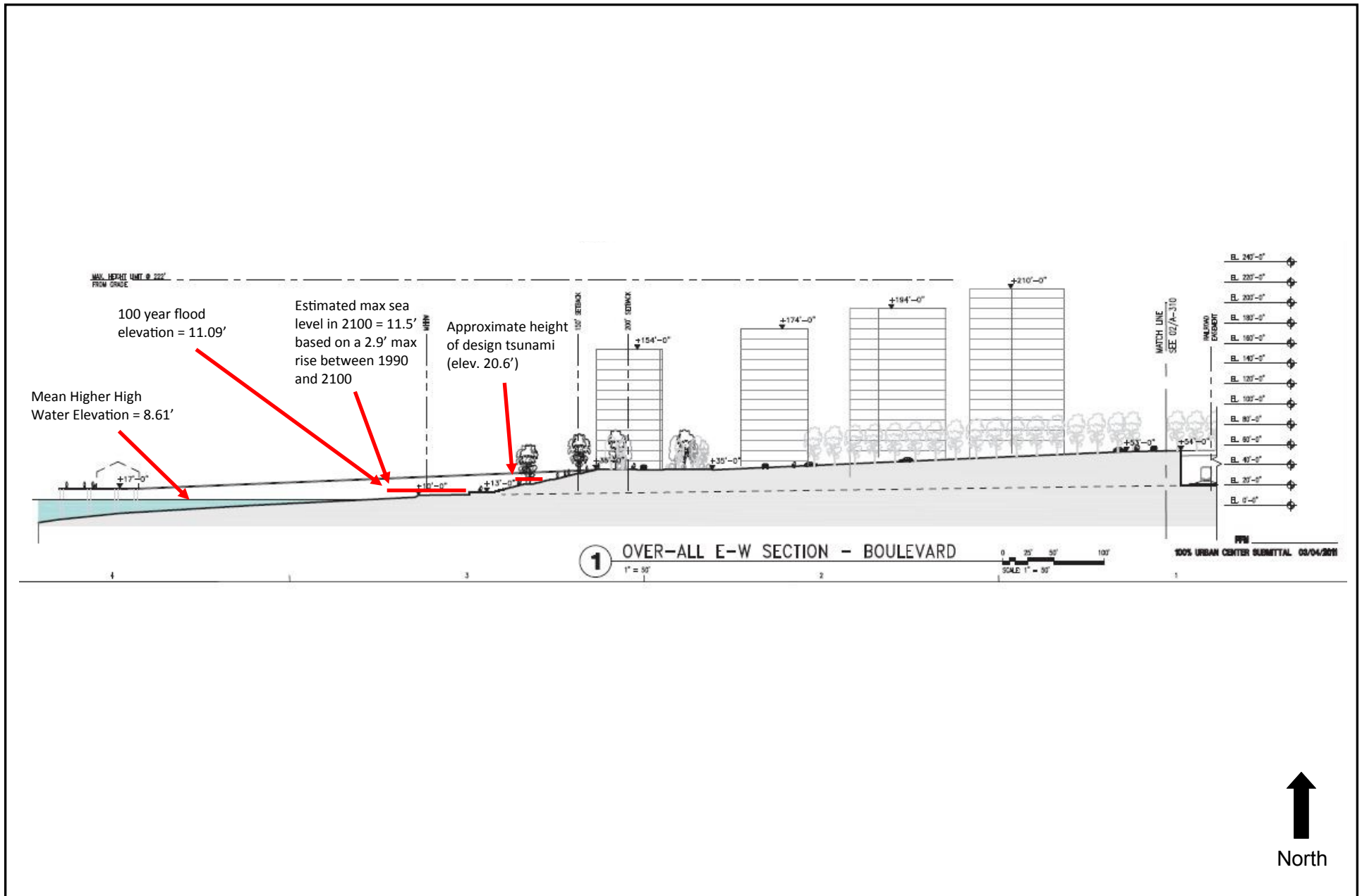
### Stormwater Management

Construction activities associated with site development and development of the secondary access road could result in temporary impacts to stormwater runoff. Erosion and sedimentation, as well as pollutants from construction equipment and vehicles and accidental spills, could impact Puget Sound. To avoid these potential impacts, the project would employ temporary stormwater control systems during construction and use construction BMPs per the *2010 Snohomish County Drainage Manual* (SCDM). These temporary facilities could include silt fences, interceptor swales, sediment traps/ponds, and other BMPs to manage stormwater runoff during construction. As the development would be constructed in phases, construction of proposed stormwater facilities would also be phased so that existing stormwater infrastructure could continue to be used until the proposed system is operational (see **Appendix E** for details).

### Sea-Level Rise

According to the Snohomish County Hazard Mitigation Plan Update, Volume 1, "The Scientific Basis estimates a sea level rise of 0.3 to 2.9 feet from 1990 to 2100. Currently, sea level is rising at a rate of about 0.1 inches per year. This rise has two effects on low-lying coastal regions: any structures located below the new level of the sea would be flooded; and the rise in sea level could lead to coastal erosion that could further threaten coastal structures. As a rule-of-thumb, a sandy shoreline retreats about 100 feet for every 1-foot rise in sea level."

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Source: Perkins+Will, 2015.

**Figure 3.3-3**  
Relationship of Project to Flooding, Tsunami Hazard and Sea Level Rise

There are no anticipated construction or operational impacts from the project associated with sea level rise, because the lowest level of all proposed structures would be above the highest estimates for sea level rise (2.9 feet above sea level by 2100) (see **Figure 3.3-3**, Relationship of the Project to Flooding, Tsunamis and Sea Level Rise).

## **Operational Impacts**

### **Marine Shoreline**

As mentioned under *Construction Impacts*, Alternatives 1 and 2 would include re-establishing the beach and seawall protecting the Lower Bench and shoreline from erosion. These structures would protect proposed development. Specifics of the beach and seawall design would be formulated during project design (see Section 3.1, **Earth**, and **Appendix C** for details).

### **Streams and Wetlands**

Operation-related impacts on streams and wetlands would be primarily associated with stormwater runoff and the use of the nearshore marine environment. A permanent stormwater management system would be implemented under Alternatives 1 and 2 per the current 2010 SWDM, and would include low impact development (LID) strategies to maximize infiltration, as possible. As part of the project, a proposed open water conveyance channel would be created through the center of the site to Puget Sound which would daylight existing drainage culverts from properties to the east through the site. The new conveyance channel would be buffered by the creation of a new adjoining approximately 2.0 acre nearshore planting area to protect this water feature. Use of the nearshore marine environment (e.g., by pedestrians and small boats) would have the potential to impact the marine waters/estuarine wetland on site. Areas such as the beach and buffers would be dual-use areas for site residents/visitors and fish and wildlife. Measures would be incorporated into the development plans to minimize potential impacts on these resources, including the creation of established trails, maintenance and operation plans, strategic placement of trash receptacles, and educational outreach to residents and employees at the site.

### **Flooding**

Due to the site's location adjacent to Puget Sound, there is no potential for increased downstream flooding impacts from stormwater runoff generated by proposed development onsite.

### **Groundwater**

Due to the import of fill material to raise the site and allow development above the aquifer and water table, together with implementation of the stormwater management system (including water quality treatment) no operational impacts to groundwater are anticipated under Alternatives 1 and 2.

## Stormwater Management

With proposed development under Alternatives 1 and 2, impervious surface areas onsite would total approximately 39.6 acres (65 percent of the site), including 26.9 acres of the uplands and 12.7 acres in tidelands. Proposed impervious surfaces would be approximately 33 percent less than existing impervious surfaces onsite. Impervious surfaces would continue to increase stormwater runoff rates and volumes, decrease area available for stormwater infiltration, reduce potential for groundwater recharge and increase pollutant loading in stormwater runoff (e.g., from vehicle traffic on roadways, motor oils and landscape maintenance chemicals, and other diffuse sources of pollutants); however, these effects would be at a lesser level than at present.

A permanent stormwater management system would be installed onsite in accordance with the current 2010 SCDM to control stormwater runoff from proposed development. All runoff from the site would either be infiltrated into the soil or discharged directly into Puget Sound via one of the three existing outfalls or via sheet flow dispersion. Flow control would not be required for the project as the site discharges to the Sound, which is not a fresh water body. Natural drainage patterns onsite (both historical and existing) would be restored and/or maintained to the maximum extent practicable. Runoff from roughly half of the site would sheet flow directly into Puget Sound. Some of the flow from Chevron Creek (which is currently piped through the site) could be diverted to the new open channel proposed onsite, which would mimic the site's historical drainage pattern. Stormwater runoff from a portion of the site would also sheet flow into the new open channel. The remaining runoff from the site would be routed to either existing Outfall 2 or Outfall 3. As possible, runoff from the southern portion of the site would be treated by localized Low Impact Development (LID) facilities and then discharged to Puget Sound at Outfall 3. If it is determined that Outfall 3 has insufficient capacity or that it is not feasible to connect to it, the southern portion of the site would be pumped to the north and discharged at Outfall 2.

Per the 2010 SCDM, stormwater quality treatment would be provided for runoff from pollution generating surfaces (e.g., roads and parking areas). The design intent for runoff from the pollution-generating surfaces would be to remove 80 percent of total suspended solids (TSS). Phosphorous treatment would not be required, as the site drains to a saltwater body and a non-fish bearing creek. Stormwater BMPs would be used to the maximum extent feasible in order to infiltrate, retain, and provide stormwater runoff treatment for the site. Natural LID strategies would be employed where feasible for water quality treatment. Where space, grades, and depth of soil would not allow the installation of bioswales and rain gardens, cartridge and tree vault systems would be provided. Infiltration opportunities may be limited because they could impose substantial additional loads on the groundwater treatment system associated with site remediation (see Section 3.5, **Environmental Health**, for details).

Development of a secondary access road would increase impervious surface on the slopes to the east of the site. A stormwater management system and other engineering measures

would be designed and implemented to prevent erosion and sedimentation due to surface water runoff from the secondary access road.

## No Action Alternative

### **Scenario A – Continuation of Existing Conditions**

Under Scenario A, it is assumed that no new redevelopment or infrastructure improvements would occur onsite at this time. The site would remain in its current industrial use, and there would be no new temporary or permanent impacts to the marine shoreline, streams and wetlands, floodplains, and groundwater. The existing stormwater system would be maintained in its current condition.

### **Scenario B – Intensification of Existing Industrial Conditions**

Under Scenario B, no redevelopment would occur on the site. Existing industrial uses would intensify into existing currently underused facilities onsite. Given the assumed level of industrial use under Scenario B, intensification of existing industrial uses at the site could use, store, or process more hazardous materials which could result in increased risks for spills or other contamination that could affect water resources on and adjacent to the site. The existing stormwater management system would continue address these potential impacts.

## 3.3.3 Mitigation Measures

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The following “required/proposed” mitigation measures have been incorporated into the proposal; additional “other possible” mitigation measure could be identified that could further minimize the potential for water resources impacts.

### Required/Proposed Mitigation Measures

#### **Prior to and During Construction**

- Site disturbance would be limited to those areas necessary for construction, which would be identified on the site plans and marked on the site before construction begins.
- A Spill Prevention, Control, and Containment (SPCC) plan would be implemented to ensure that all pollutants and products are controlled and contained.
- A Stormwater Pollution Prevention Plan (SWPPP) would be implemented that would include a Temporary Erosion and Sediment Control (TESC) plan.
- BMPs would be implemented to ensure that no foreign material such as oil or fuel from construction equipment enters marine waters and that sedimentation is minimized.
- Construction entrances, wheel washes, street cleaning, and other BMPs would be used to prevent tracking of soils beyond the project limits.

- BMPs for concrete work would include the following:
  - Cement trucks wash water would not be disposed of onsite, but would be returned to the off-site batch plant for recycling as process water; and
  - New concrete work would be covered and protected from rainfall until cured.
- The generation of dissolved zinc and copper would be minimized through prohibitions on the use of unsealed external copper and galvanized metal, except where required by Snohomish County Code and/or as necessary for public safety and/or where no feasible alternative exists. Zinc and copper source controls would extend to rooftops, which would be constructed of inert materials so that roof runoff could bypass water quality treatment facilities.
- Adequate material and procedures to respond to unanticipated weather conditions or accidental release of materials would be available onsite.
- Equipment staging and/or materials storage would be restricted to existing un-vegetated surfaces.
- Inspections of the erosion control measures would be conducted throughout the construction period to ensure the effectiveness of the measures and determine the need for any maintenance, repairs, or additional measures.
- Contract documents would specify that equipment used for this project would be free of external petroleum-based products while work is performed around the water.
- Construction equipment would be stationed above the OHWM of Puget Sound whenever possible, and would operate as far from the water's edge as possible. Construction equipment would not enter any water body without authorization from appropriate agencies.
- Waste materials would be transported offsite and disposed of in accordance with applicable regulations.
- No deep subsurface excavations or structures would be used, which would prevent impacts to deep aquifers. With the exception of parking garages, the project would be largely built above existing grades to reduce the need for dewatering excavations.
- Should dewatering be required, measures to control any impacts of excavation on groundwater could include: site-specific design and careful control of dewatering systems, minimizing the extent and duration of dewatering, and reinfiltration of extracted groundwater.
- The project would be designed so that anticipated sea level rise (through 2100) would not negatively affect improvements.

**During Operation**

- A permanent stormwater management system would be installed onsite in accordance with the current *2010 Snohomish County Drainage Manual* (SCDM) to control stormwater runoff impacts from proposed development.
- Stormwater quality treatment would be provided for runoff from pollution generating surfaces (e.g., roads and parking areas).
- Natural Low Impact Development (LID) strategies would be employed where feasible for water quality treatment.

**3.3.4          Significant Unavoidable Adverse Impacts**

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With implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse impacts to water resources are anticipated.

## 3.4 PLANTS AND ANIMALS

This section of the DEIS describes existing plants and animals and their habitat on and in the vicinity of the Point Wells site. Potential impacts from development of the EIS Alternatives on plants and animals are evaluated and mitigation measures identified. This section is based on the *Critical Areas Report* (June 2015) prepared by David Evans and Associates, Inc. (see **Appendix F**).

### Methodology

Existing information was collected and reviewed for plants and animals and their habitat that may occur on and in the vicinity of the site, including: Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species (PHS) maps and database, Washington Department of Natural Resources (WDNR) Natural Heritage Program (NHP), Washington State Gap Analysis (WSGA) data, National Marine Fisheries Services (NMFS) data, and other available information and maps to determine potential fish and wildlife habitat in the project vicinity.

Field reconnaissance of the site was conducted in October and November 2009, and February 2010 to verify preliminary data findings and document existing habitat conditions and wildlife use.

An “action area” was defined that includes all areas that could be affected directly or indirectly by the proposed project, and is not limited to the actual work area (project area). The action area represents the geographic extent of all physical biological, and chemical impacts from the project. In particular, the action area takes into account the potential noise impacts from in-water work on the marine environment (see **Figure 3.4-1**, Project Action Area).

(See **Appendix F** for details on the plants and animals analysis methodology.)

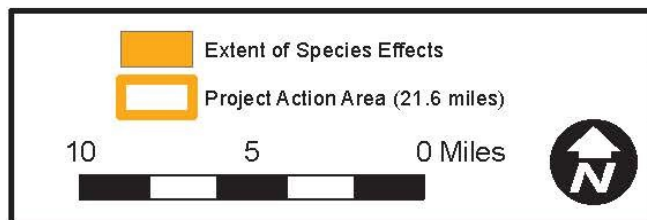
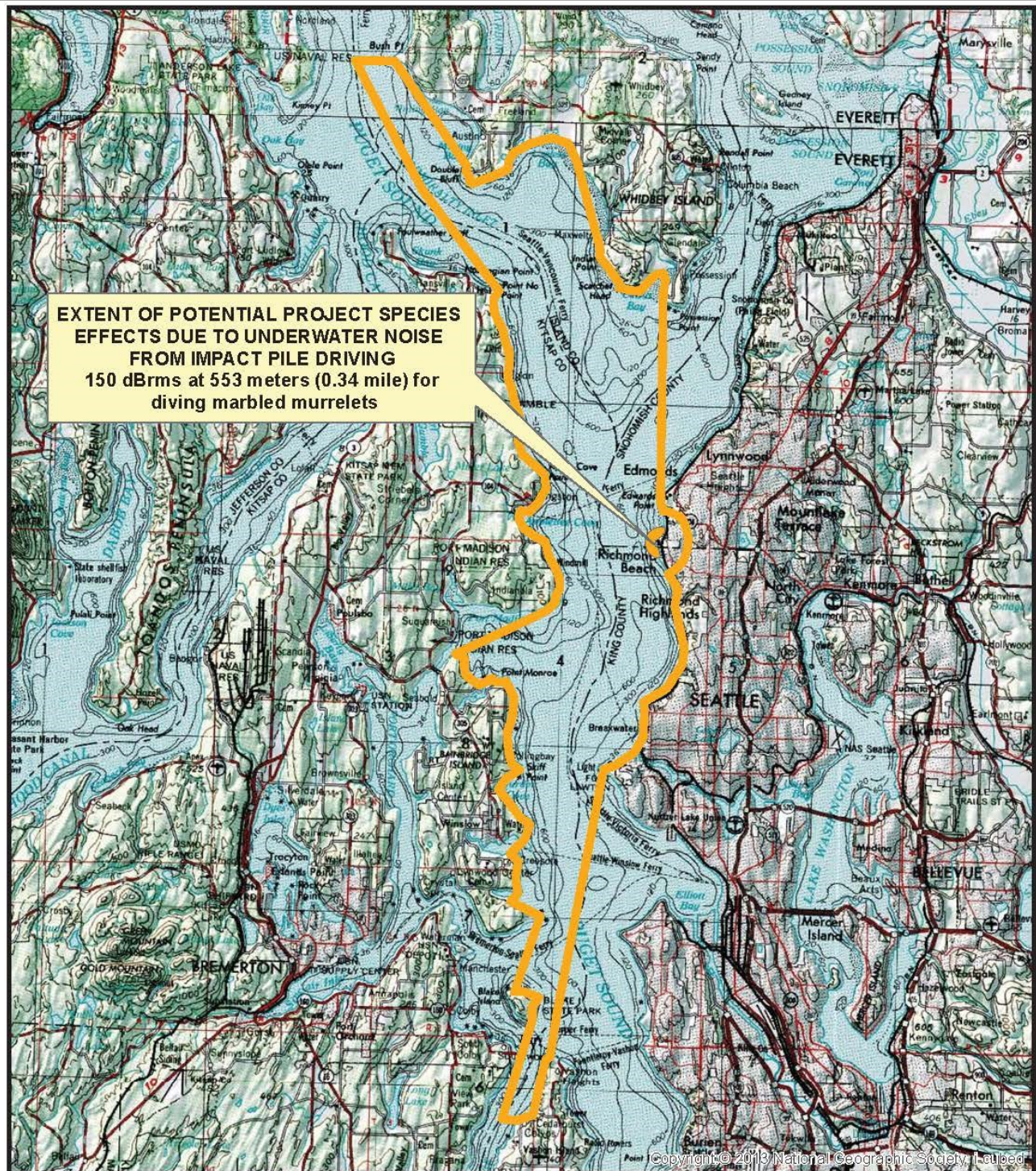
### 3.4.1 Affected Environment

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#### Plants

The site is approximately 61 acres in size, with approximately 16 acres of tidelands and 45 acres of uplands. Currently, approximately 43.3 acres of the upland area (areas above the Mean Higher High Water (MHHW), of the site (89 percent) is in impervious surface areas such as buildings, tanks, and pavement. Approximately 5.1 acres of the upland area (11 percent) is presently in pervious surface areas such as naturally vegetated areas, landscaped areas, and areas of beach above the MHHW. The approximately 12.7 acres of the site in tidelands (areas below the MHHW) are also considered impervious areas (see **Table 2-1** for details).

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Source: David Evans and Associates, Inc., 2016.

**Figure 3.4-1**  
Point Wells Project Action Area Map

The site contains existing marine riparian habitat adjacent to and within the Puget Sound shoreline area. However, this habitat generally lacks native vegetation. Species found include several grasses and weeds, including American dunegrass (*Elymus mollis*), and invasive Japanese knotweed (*Polygonum cuspidatum*) and Himalayan blackberry (*Rubus armeniacus*). In addition, several types of seaweed are present in the marine waters of Puget Sound along the western site boundary, including several species of green algae, red algae, brown algae, and seagrasses. The important native eelgrass (*Zostera marina*) and an invasive seagrass species (*Zostera japonica*) were observed washed up on the shoreline during the site visit, and were identified in surveys conducted in 2008. Minimal vegetation is currently present in the upland portion of the site due to the site's long-term industrial use. Most of this limited vegetation is located adjacent to the off-site steep slope along the eastern edge of the site's Upper Bench.

The WDNR reports that 33 rare plants potentially occur in Snohomish County. Based on a review of the WDNR NHP database "Sections that Contain Natural Heritage Features Associated with Wetlands", no rare plants or high quality native ecosystems have been documented for the site. The 33 rare plants identified as potentially occurring in Snohomish County by the WDNR typically have very specific habitat requirements. No suitable habitat for these rare plants exists at the site

The slope to the east of the site is largely covered in deciduous and coniferous forest vegetation. Vegetation associated with streams and wetlands is present in this area.

(See **Appendix F** for details existing plants on and in the vicinity of the site).

## Animals

### **Invertebrates**

A wide variety of marine invertebrates species were observed at the site, including barnacles, mussels, chitons, limpets, snails, anemones, and shells of clams and oysters. Dungeness crabs (*Cancer magister*) are mapped as occurring approximately 0.7 mile north of the site in the vicinity of Edwards Point. Subtidal geoducks (*Panope abrupta*) are mapped approximately 0.2 mile to the north and south of the site (see **Appendix F** for a full list of invertebrate species that have been documented at the site).

### **Amphibians and Reptiles**

Site-specific data for amphibians and reptiles is limited. Species with the potential to occur at the site if suitable habitat exists include several species of salamander, newts, frogs, and snakes (see **Appendix F** for a full list of these amphibian and reptile species). Aside from the Stream #2 along the northern end of the site and the buffer zone of Wetland A to the south of Chevron Creek that extends onsite (see **Figure 3.3-1** and **Figure 3.3-2** for the locations of these water features) no potential amphibian habitat is present on the developed port of the site west of the railroad tracks. Reptiles that could potentially be found on the

developed portion of the site include garter snakes (*Thamnopsis* spp.) and the Northern alligator lizard (*Elgaria coerulea*).

### **Fish**

The presence of fish species in the nearshore marine waters of Puget Sound at the site was assessed by reviewing beach net data from nearby Richmond Beach. Sixty-two (62) species of fish were captured, including salmonids, sculpins, and perch (see **Appendix F** for a full list of the fish species). Many of the species captured are year-round residents of the marine and nearshore environments, although all anadromous salmonids make at least one round-trip migration between their stream of birth and nearshore environments. No salmonid-bearing streams are mapped by the WDFW as occurring on the site. The closest mapped stream with salmonids is Deer Creek, which enters Puget Sound approximately 0.4 mile north of the site. Salmonid use of Deer Creek is limited to resident cutthroat trout (*Oncorhynchus clarkii*). Generally speaking, juvenile salmonids occupy nearshore Puget Sound waters for at least six months of the year (April through September), with a peak abundance from May through July. These migrations are variable (see **Appendix F** for the time period and life histories of fish species that could be present near the site).

Forage fish have been documented spawning along the shoreline at the site (WDFW 2015). Surf smelt (*Hypomesus pretiosus*) and sand lance (*Ammodytes hexapterus*) have been documented spawning along the southwest edge of the site, and sand lance have also been documented spawning immediately north of the site. Most of the shoreline along Point Wells is mapped as potential surf smelt/sand lance spawning areas.

### **Birds**

According to data from the WSGA, 78 bird species could potentially nest in the site vicinity; these species may not be associated directly with the site, but could potentially use the site vicinity for nesting, foraging, or migrating when suitable habitat is present (see **Appendix F** for the full list of these bird species). Bird species may also use adjacent marine waters; the density of use during winter and summer is provided in **Appendix F** for 30 species, with gulls and terns being most common in the summer, and dabbling ducks or geese as the most common in the winter. Species observed using the nearshore habitat during the site visit included: pigeons, seagulls, cormorants, western grebes (*Aechmophorus occidentalis*), belted kingfisher (*Megaceryle alcyon*), and common loons (*Gavia immer*).

Three bald eagle (*Haliaeetus leucocephalus*) nests were mapped as occurring in the vicinity of the site in 2010, and likely represent a single territory. Two of these nests are no longer recorded by WDFW, and have presumably been abandoned or blown down. The closest nest is approximately 0.75 mile northeast of the site. This nest was documented by WDFW as producing one young eagle in 2013. Purple martins (*Progne subis*) have been documented nesting on a piling approximately 0.7 mile north of the site. Two nests were reported as active in 2004. Great blue herons (*Ardea herodias*) have been documented

nesting at the UNOCAL bulk fuel terminal over 1.25 miles north of the site. Individual herons have been observed foraging along the shoreline of the site (see **Appendix F** for details).

### **Mammals**

Twenty (20) mammal species have been documented in proximity to the site, although this data provided in the WSGA only documents species from prior to 1997. The terrestrial mammals included several species of mole, shrew, bat, squirrel, beaver, mouse, and vole. Muskrats (*Ondatra zibethicus*), coyote (*Canis latrans*), raccoons (*Procyon lotor*), and mink (*Mustela vison*) were also identified in this database (see **Appendix F** for the full list of terrestrial – living mostly or entirely on land -- mammal species).

Eleven (11) species of marine mammals use Puget Sound or the adjacent marine waters either year-round or seasonally, and thus could be present in the vicinity of the site. This includes species of seals, sea lions, elephant seals, porpoises, dolphins, and whales. While some of these species are common, many are listed species, and are discussed in greater detail below (see **Appendix F** for a full list and description of marine mammals).

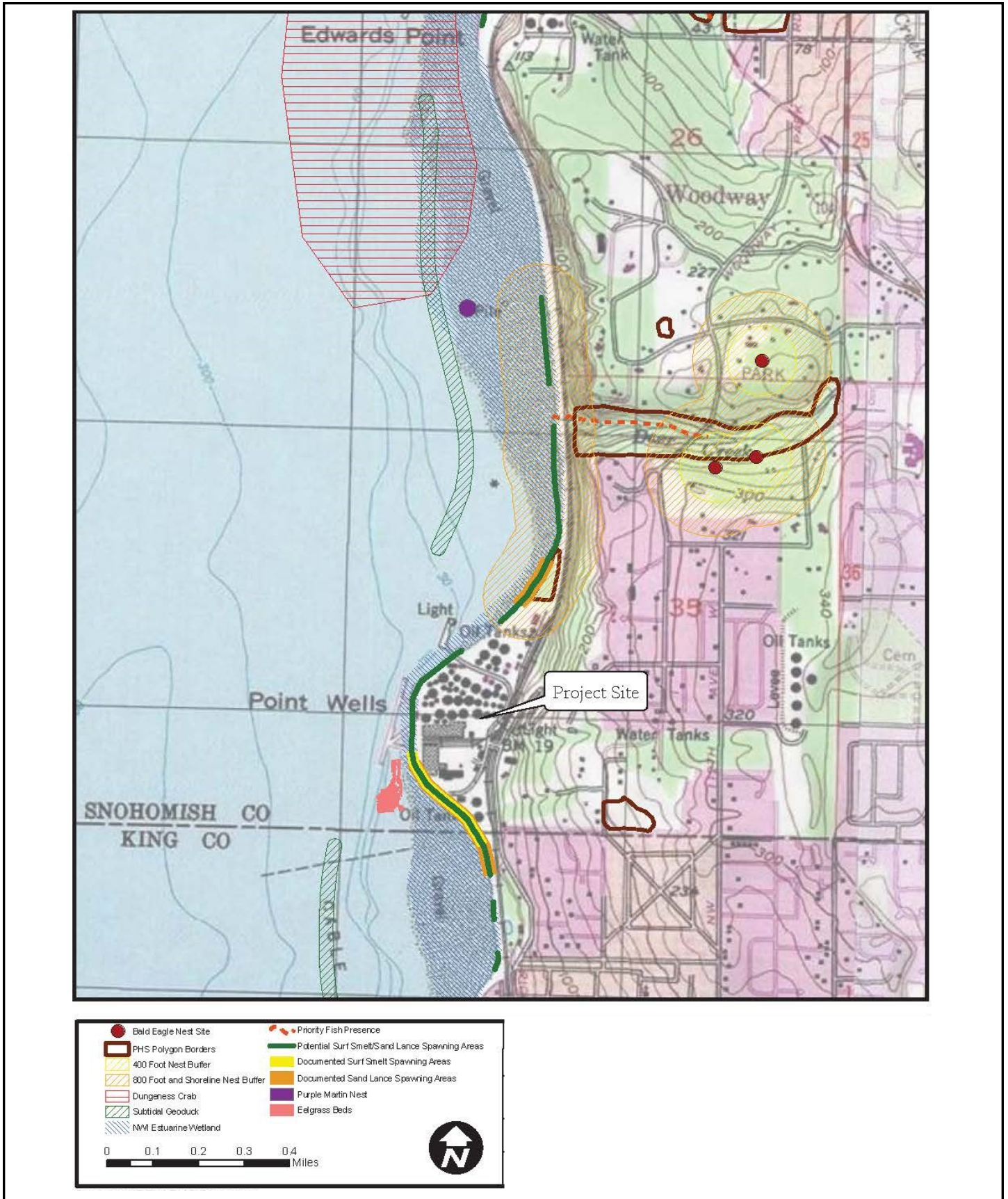
### **Species of Concern/Listed Species**

Several species are listed or managed by either the federal government or state of Washington. This includes species listed as threatened, endangered, or species of concern under the Endangered Species Act (ESA) or Marine Mammal Protection Act (MMPA). Species regulated by the state are those identified by the WDFW as priority species. In Washington, Species of Concern include all State Endangered, Threatened, Sensitive, and Candidate species. Federal Species of Concern also include Federal Endangered, Threatened, and Candidate Fish stocks. Species of Concern are considered priority species as well. State Monitor species are not considered Species of Concern, but are monitored for status and distribution. They are managed, as needed, to prevent them from becoming endangered, threatened, or sensitive. For these species, the site vicinity is defined as being within several miles of the site. This is synonymous with the definition of “action area” used within ESA-related documents (see **Figure 3.4-1**, Project Action Area and **Figure 3.4-2** WDFW Priority Habitat and Species Data).

### **Federally Listed Species**

Based on data from the USFWS and the NMFS, a review of the existing habitat conditions at the site, and the WDFW PHS data, nine federally threatened or endangered species and two species of concern were listed with the potential to occur in the vicinity, or action area, of the site. There are also several MMPA-listed marine mammals that occur off the Washington Coast and in Puget Sound. No federally-listed species under the jurisdiction of the USFWS occur on the upland portion of the site; however, several listed species and their critical habitat are present in the marine waters at the western edge of the site. Species of jurisdiction of the USFWS that could occur within the site vicinity include bull trout (*Salvelinus confluentus*) and marble murrelet (*Brachyramphus marmoratus*).

# Point Wells Mixed-Use Redevelopment Project Draft EIS



Source: David Evans and Associates, Inc., 2016.

**Figure 3.4-2**  
Priority Habitat and Species Data Map

The NMFS has jurisdiction over federally-listed anadromous salmonids, marine mammals, and turtles, designated listed species critical habitat, and essential fish habitat. These species occur seasonally in the marine waters in the vicinity of the site. Puget Sound Chinook salmon and listed rockfish critical habitat occur in the area, along with proposed critical habitat for Puget Sound steelhead trout. The listed rockfish are rare in Puget Sound but could be associated with the existing deepwater dock or nearby waters. Critical habitat for the southern resident killer whale occurs in waters that are deeper than 20 feet, which are present adjacent to the site (see **Appendix F** for details).

### **State Listed Species**

There are a total of eight state listed threatened, endangered and sensitive species that could possible occur in the vicinity of the site: Marbled Murrelet (*Brachyramphus marmoratus*), Gray Whale (*Eschrichtius robustus*), Peregrine Falcon (*Falco peregrinus*), Common Loon (*Gavia immer*), Bald Eagle (*Haliaeetus leucocephalus*), Humpback Whale (*Megaptera novaeangliae*), Killer Whale (*Orcinus orca*), and Brown Pelican (*Pelecanus occidentalis*) (see **Appendix F** for more information on these listed species and a full list of the species of concern and monitor species in Washington).

### **3.4.2 Impacts of the Alternatives**

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This sub-section analyzes impacts to plants and animals and their habitat on and in the vicinity of the site with proposed redevelopment. Impacts are expected to be similar for Alternatives 1 and 2; where impacts would differ, they are noted.

#### **Alternatives 1 and 2**

Project-related impacts on plants and animals and their habitat could occur during construction or operation of the proposed project. Impacts could occur to specific species (e.g., juvenile Chinook salmon, bald eagle, etc.), specific habitat types (e.g., eelgrass beds, wetlands, etc.), or could be general impacts that affect all species and/or habitats within a geographic area (e.g., water quality, noise [terrestrial or aquatic], clearing vegetation, etc.). Impacts can be separated into direct, indirect, and cumulative effects.

### **Construction Impacts**

Direct construction-related impacts to natural habitats, and terrestrial wildlife could result from the proposed project, but would generally be limited to habitats along the periphery of the site since the site is currently developed.

### **Plants**

Since the majority of the upland portion of the site is currently in impervious surfaces with minimal vegetation, proposed development would result in minimal impacts to existing vegetation onsite. With proposed development, approximately 26.9 acres of the upland area of the site (56 percent) would be covered in impervious surface areas with proposed

redevelopment under Alternatives 1 and 2, including buildings, pavement, the boardwalk, and areas above underground building structures. Proposed impervious surfaces would be approximately 33 percent less than under existing conditions. Approximately 21.5 acres of the upland area of the site (44 percent) would be in pervious surfaces (naturally vegetated areas, landscaped areas, and areas of beach above the MHHW). The approximately 12.7 acres in tidelands would remain and would continue to be considered impervious surfaces (see **Table 2-3** for details).

Minor temporary and permanent impacts to forest and stream/ditch habitat would occur for the proposed Upper Plaza, as well as for the secondary access road on the slope to the east of the site. Approximately 40 linear feet of impact to Chevron Creek would occur as the existing sediment trap at the base of forested slope would need to be moved upstream to accommodate site development. Upland forest impacts at the Upper Plaza would be limited to clearing of less than 0.25 acre near the base of the bluff. Additional forest habitat would be affected by the secondary access road. Preliminary estimates indicate that approximately 1 to 1.5 acres of forest would be cleared for the roadway. In addition, streams and wetlands could be affected by the potential alternative routes for the secondary access road (see **Figure 2-16**, Potential Secondary Access Routes). Specific impacts of those secondary access road routes have not been determined at this time; however, it is anticipated that construction of a retaining wall as part of Route 2A could potentially result in temporary impacts to Wetland A. This area is dominated by red alder trees, maple trees, salmonberry, sword fern, and Himalayan blackberry (see **Appendix F** for details).

Proposed development under Alternatives 1 and 2 would feature new vegetated open space and habitat areas, primarily related to reconstruction and realignment of the existing seawall and creation of a conveyance channel and nearshore habitat. The site's existing seawall would be removed and reconstructed. Most of the new seawall would be relocated 40 to more than 100 feet landward of its existing location. This realignment would create approximately 5.7 acres of new intertidal habitat area. A proposed open water conveyance channel would be created through the center of the site to Puget Sound by daylighting existing drainage culverts that convey drainage from properties to the east through site. The new conveyance channel would be buffered by the creation of a new adjoining approximately 2.0-acre planting area.

### Marine Habitat

Marine habitats could experience temporary disturbance in the form of localized sedimentation during shoreline restoration activities, pile driving, pile removal, potential stormwater outfall removal, stream/ditch relocation, and channel daylighting activities.

The removal and installation of piles could suspend sediment. Sediment-related impacts are anticipated to be short-term and localized, and with implementation of temporary erosion and sediment control (TESC) plans and stormwater pollution prevention plans (SWPPP),

significant impacts on marine habitat are not expected. Although numerous impact minimization measures would be employed, minor and localized sedimentation could also occur when the newly restored upper beach area is first exposed to tidal forces and wave action.

There would be temporary impacts on habitat from modifications to the existing deepwater dock. Removal of the dock access ramps would create temporary disturbance to intertidal and subtidal habitat where existing pilings are proposed to be removed. However, a limited amount of lower intertidal and subtidal habitat would be affected by pile removal. In addition, intertidal and subtidal habitat would be permanently affected by installation of new steel piles to support the new access ramp to the dock. However, this impact would be off-set by the removal of existing creosote piles.

No construction-related impacts to eelgrass beds are anticipated due to their absence from the immediate project area. However, this would be verified by conducting additional project-specific surveys prior to construction. Previous surveys identified an eelgrass bed to southeast of the site, but this area appears to be outside the zone of potential impact from sedimentation associated with pile removal, pile driving, outfall removal, and shoreline restoration. Macro algae could be present along the edge of the existing large dock where a new ramp is proposed. However potential impacts from installation of this ramp would be minimized by limiting in-water work and implementing TESC plans, SWPPP, and other measures during construction; therefore, no significant impacts are expected.

## Animals

### *Invertebrates*

Potential construction impacts to marine invertebrates would primarily be associated with pile driving, removal of existing piles, and other in-water work. It is assumed that water quality leaving the site during construction would meet state standards, and impact minimization measures would be implemented. Although marine invertebrates would be impacted during construction, these impacts would be temporary and short-term, and are not expected to be significant (see **Appendix F** for details).

### *Fish*

Impacts to forage and resident marine fish species from construction would be primarily associated with pile driving, shoreline restoration, stormwater runoff, and exposure to existing contaminants. If pile driving is completed when forage or resident fish are present in the project area, this activity could impact eggs or juveniles in the immediate site vicinity. Underwater noise could also impact spawning activities. Some localized mortality to marine resident fish species is anticipated due to pile driving. Measures to reduced underwater noise and limit construction impacts during the presence of these species would be implemented.

Impacts to salmonid habitat would result from both construction and operation of the proposed project, including all life stages and all salmonids (see **Appendix F** for a detailed matrix of the potential impacts of the project on salmonids). During construction, the level of disturbance would increase and stay elevated above existing conditions once developed.

No salmon-bearing streams are present onsite, though the nearshore marine environment along the site is used by multiple species of salmonids. Outmigrating juvenile/sub adult salmonids are more reliant on the nearshore marine environment than most returning adults and, therefore, have a higher probability of being impacted by project-related activities. Project-related impacts to salmonids that could occur during construction are primarily associated with pile driving and degradation of water quality. The implementation of measures including work windows would help to reduce the impacts of pile driving on juvenile and adult salmonids. Based on the available data, pile driving has the highest probability of impacting individual adult coho and chum salmon, as well as adult winter-run steelhead and sea-run cutthroat trout (see **Appendix F** for details on the potential for pile driving to impact specific salmonid species). Construction-related impacts to salmonids associated with degraded water quality could occur if turbid or polluted runoff leaves the site untreated. Significant impacts on salmonids are not expected with implementation of TESC plans and SWPPP and BMPs during construction.

### *Birds*

Construction impacts on marine birds would be similar to those described for salmonids and forage fish because potential impacts would primarily be associated with pile driving, in-water work, and water quality. Minimization measures to address these impacts would also apply to marine birds. Construction activities would temporarily impact marine birds that frequent the immediate project area. This impact would primarily impact cormorants and waterfowl that use the docks, piers, and nearshore marine environment. Construction-related activities would result in a temporary disturbance to roosting and foraging habitat.

Impacts to upland birds during construction would primarily be limited to those that nest or forage within the built environment, since natural upland habitats are generally lacking within the proposed project area. Species that nest on buildings onsite are primarily limited to barn swallows, house sparrows, pigeons, and European starling, all of which are very common and not habitat-limited. Construction-related impacts to upland birds would be temporary and primarily associated with disturbance of uplands birds in adjoining habitats. Some species would be temporarily displaced from the project area during construction.

No impacts to nesting bald eagles are anticipated from construction due to the extended distance between the site and the closest documented nest. These nests are not within line of sight and are buffered by trees and terrain. Temporary disturbance to foraging bald eagles and red tailed hawks could occur during construction, primarily during pile driving. Impacts to raptors during construction would be temporary and would be limited to loss of foraging or perching habitat through displacement. Bald eagles or red tailed hawks

attempting to forage or perch in the immediate site vicinity would be temporarily displaced from the project area to more suitable habitats along the shoreline. Construction-related activities would not remove any potential perching or roosting habitat.

(See **Appendix F** for details on impacts to birds.)

### *Mammals*

Construction impacts on marine mammals would primarily be associated with pile driving since the extent of potential biological effect from underwater noise could extend up to 0.54 mile from the site. It is assumed that in-water work would be allowed from approximately October 1 through February 15. This time period would not significantly reduce or exclude the potential for marine mammals from being in the general site vicinity during pile driving or in-water work.

Although marine mammals could be impacted by construction-related activities, these impacts would be minor and short-term, and are not expected to be significant. Marine mammals are highly mobile and would likely avoid the immediate project area during pile driving. No haul-out or typical use areas are known to exist within the area of potential biological effect (see **Appendix F** for details).

### **Operational Impacts**

#### **Animals**

Operation-related impacts to fish and wildlife habitats would primarily be associated with stormwater runoff, light, noise, and use of the nearshore marine environment.

A permanent stormwater management system would be installed in accordance with the *2010 Snohomish County Drainage Manual* (SCDM), and would include water quality treatment facilities and the use of Low Impact Development (LID) strategies, and other technology to reduce impacts of runoff to fish and wildlife (see Section 3.3, **Water Resources**, and **Appendix E** for details).

Impacts to fish and wildlife from excessive lighting during operation of the project are difficult to quantify or assess. However, light pollution could result in disorientation or disruption of normal behavior. Birds that migrate or hunt at night could be impacted, as could other migratory or nocturnal species. Lighting and shadows have also been shown to affect salmon migration behavior. Measures would be implemented to reduce excess light, including the establishment of vegetative buffers (e.g., associated with the shoreline restoration area) between excessive light sources and sensitive fish and wildlife habitats that would reduce impacts to fish and wildlife.

Impacts to fish and wildlife from excessive noise during operation of the project are also difficult to quantify or assess. However, as with lighting, the project would be designed to

reduce excessive noise impacts during operation (e.g., through the installation of vegetative buffers). Operational use of the nearshore marine environment would also have the potential to impact fish and wildlife; areas such as the beach and buffers would be dual-use areas for both humans and fish and wildlife. Measures to reduce noise impacts, such as educational outreach, would be implemented to reduce noise impacts.

Overall, no significant long-term adverse impacts to migrating fish and wildlife are anticipated from operation of the project.

### *Invertebrates*

Operational impacts to resident marine invertebrates could occur if degraded stormwater runoff from the project or onsite contaminants reach Puget Sound during operation. Since marine invertebrates are present in the project area year-round, they are more susceptible to water quality-related impacts due to increased exposure to both dissolved and sediment bounded contaminants. The proposed permanent stormwater management system would include water quality treatment features to reduce the release of contaminants in stormwater runoff, and no significant long-term impacts are expected.

### *Fish*

Operational impacts to forage and resident fish species would be primarily associated with stormwater runoff, contaminants, and propeller wash impacting existing eelgrass beds. Similar to invertebrates, since resident fish are present in the project area year-round, they are more susceptible to water quality-related impacts due to increased exposure to both dissolved and sediment bounded contaminants. It is assumed that implantation of the permanent stormwater management system would reduce the potential for water quality impacts on marine resources, including forage fish.

Pedestrian use of the shoreline, especially sandy upper intertidal areas, could affect forage fish spawning. Presently there is no indication of spawning at the site, but installation of the shoreline restoration area could promote spawning by forage fish. This potential impact would be seasonal depending on the forage fish species.

The degradation of existing eelgrass beds within the project area from propeller wash could occur, especially if boats veer near the shoreline during low tide. Most of these potential impacts would be in areas already previously dredged for container ship berthing. Therefore, no significant impacts on eelgrass are anticipated.

Impacts to salmonid habitat would result from operation of the proposed project, including all life stages and species. Based on an analysis of project impacts on baseline conditions, the project would result in the maintenance of all water quality and sediment related indicators, and improvements at the local scale for habitat indicators due to the proposed shoreline restoration. The proposed restoration has the potential to provide a significant

improvement to shoreline habitat due to the amount of existing fill material and length of shoreline to be restored. However, the level of disturbance would increase during construction and stay elevated above existing conditions once developed (see **Appendix F** for details).

Operational impacts to salmonids could occur if degraded stormwater runoff from the project or other on-site contaminants reach Puget Sound during operation. However, with implementation of the permanent stormwater management system, these impacts are not expected to be significant. Lighting and shadows have also been shown to affect salmon migration behavior, which could result in an increased risk of mortality due to delays in migration, loss of schooling refuge, or avoidance behavior resulting in movement to deeper waters. It is unknown at this time how future lighting from the developed condition would compare with the existing condition, or what changes in lighting are proposed at the dock, but measures would be taken to reduce impacts of light and shadows on salmonid species.

While stocks of migrating anadromous salmon use marine waters offshore of the site on their way to and from spawning grounds in large rivers in the south Puget Sound, these fish generally travel at deeper depths than what would be affected by the anticipated increase in small boat traffic due to the project. Also, the site does not provide significant foraging and rearing habitat for out-migrating juvenile salmonids, which is typically the estuarine deltas of the primary spawning rivers.

### *Birds*

Operational impacts to marine birds would generally be similar to those outlined for salmonids and forage fish.

Operational impacts to upland birds and raptors would be as described above for general impacts on fish and wildlife. Construction of taller buildings with large amounts of exposed glass near the shoreline could increase the risk of collision of birds into the newly constructed buildings and associated infrastructure. However, measures could be incorporated into the design of the buildings to reduce impacts on bird species (e.g., the type of glazing used).

### *Mammals*

Operational impacts on mammals would generally be similar to those described for salmonids and forage fish. Boat traffic, which could increase at the local scale, is not anticipated to increase at the regional scale. Also, the potential increase in pleasure craft traffic would be off-set by a reduction in tanker traffic. Potential collisions and oil spills from tankers is likely a much more significant impact to marine mammals than from pleasure craft.

### *Listed Species*

Project-related impacts to federally listed species in the project area from Alternatives 1 and 2 are summarized below.

**Rockfish:** The primary impact of the project on rockfish would be associated with pile driving, which is anticipated to create an area of potential biological effect extending up to 0.54 mile from the site (see **Figure 3.4-1**). This is the area where impacts to rockfish could occur if they are present during pile driving. Risk of harm would be higher for juvenile rockfish, which are more likely to be located close to shore and associated with the deepwater dock. However, in general, the three listed species of rockfish are very rare in Puget Sound and unlikely to occur in proximity of the site. In addition, water quality is anticipated to improve due to the proposed shoreline restoration. The restoration has the potential to provide a significant improvement to nearshore inter-tidal habitat due to the amount of existing fill material to be removed and length of shoreline to be restored.

**Chinook Salmon** - The primary impact of the project on Chinook salmon would also be associated with pile driving, with the same area of potential biological effect as for rockfish. Since in-water work is likely to be approved from October 15 through February 15, it is unlikely that returning adult or out-migrating juveniles would be present in the action area during pile driving, but would be present during other construction-related activities. Again, the proposed shoreline restoration has the potential to provide a significant improvement to the nearshore inter-tidal habitat.

**Steelhead Trout** - The primary impact of the project on steelhead trout would also be associated with pile driving, with the same area of potential biological effect as for rockfish. Since in-water work is likely to be approved from October 15 through February 15, returning adult winter-run steelhead trout would likely be present in the area during this time period. Again, the proposed shoreline restoration has the potential to provide a significant improvement to nearshore inter-tidal habitat.

**Bull Trout** - The primary impact of the project on bull trout is associated with pile driving, with the same area of potential biological effect as for rockfish. In-water work is likely to be approved from October 15 through February 15. The amount of available data is not sufficient enough to confirm that no bull trout would be present in the action area when pile driving is proposed. Again, the proposed shoreline restoration has the potential to provide a significant improvement to nearshore inter-tidal habitat.

**Killer and Humpback Whale** - Potential impacts to individual southern resident killer whales could occur if they are in the area during pile driving. Southern resident killer whales are anticipated to potentially be present in the action area during pile driving. Impacts would be in the form of harassment or disturbance. Impacts could result in a loss of foraging opportunity within the area during pile driving. However, pile driving would be temporary and the presence of southern resident killer whales within the action area is

likely to be brief or sporadic. Implementation of impact minimization measures would reduce the probability of impacting southern resident killer whales should they be present in the action area during construction.

Potential impacts to humpback whales are expected to be similar to those described for the southern resident killer whale.

**Marbled Murrelet** - Potential impacts to the marbled murrelet would be similar to those described previously for other bird species.

(See **Appendix F** for details on potential impacts on these listed species.)

## No Action Alternative

### **Scenario A – Continuation of Existing Conditions**

Under No Action Scenario A, no redevelopment would occur on the Point Wells site at this time. The existing buildings/structures and infrastructure would remain in their current condition and there would be no temporary or permanent impacts to wetlands, streams, plants or wildlife habitat, beyond those under existing conditions.

### **Scenario B – Intensification of Existing Industrial Conditions**

Under No Action Scenario B, no redevelopment would occur on the site. Existing industrial uses would intensify into existing currently underused facilities onsite. No new development would occur on the site that would potentially affect wetlands, streams, plants or wildlife habitat. However, the intensification of existing industrial uses at the site could use, store or process more hazardous materials which could pose potential risks to wetlands, streams, plants or wildlife habitat. Activity levels would also increase, which could impact wildlife.

## 3.4.3 Mitigation Measures

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The following “required/proposed” mitigation measures have been incorporated into the proposal; an additional “other possible” mitigation measure is identified that could further minimize the potential for plant, animal and habitat impacts.

### Required/Proposed Mitigation Measures

#### **During Construction**

- The existing seawall onsite would be removed and a new seawall constructed 40 to more than 100 feet landward of its existing location. The primary purpose of this realignment would be to create approximately 5.7 acres of new intertidal habitat area.

- Measures to reduce impacts on plants and animals and their habitat would be incorporated into the design of the project, including the creation of established trails, strategic placement of trash receptacles, maintenance and operation plans, and educational outreach to residents and employees of the project and the general public.
- Site-specific temporary erosion and sediment control (TESC) plans and stormwater pollution prevention plans (SWPPP) would be implemented to reduce water quality impacts.
- An emergency spill containment kit would be located on site along with a pollution prevention plan detailing planned fueling, materials storage, and equipment storage. Waste storage areas would be prepared to address prevention and cleanup of accidental spills.
- The SWPPP would identify personnel and procedures and specify materials to be kept on-site for use in responding to emergencies and contingencies.
- All on-site personnel would be trained in spill prevention and spill response procedures.
- Site grading would occur primarily during the dry season between May 1 and September 30 to prevent erosion and sedimentation impacts.
- Perimeter controls would be installed and temporary pipes and channels would be used to route concentrated stormwater runoff to sediment ponds for treatment.
- Disturbed areas that are not undergoing active construction would be covered with plastic, straw, or temporary grass seed.
- Monitoring would be carried out to ensure that stormwater runoff leaving the site meets Washington State standards.
- Construction noise would be minimized through the use of properly sized and maintained mufflers, engine intake silencers, engine enclosures, and turning off equipment when not in use. Where this is infeasible, or where noise impacts would still occur, portable noise barriers would be placed around equipment with the opening directed away from sensitive areas.
- In-water pile driving would be limited to October 1 through February 14. Additional timing restrictions could be required by the regulatory agencies.
- New piles would be constructed of steel (no creosote piles or lumber would be used).

- All treated lumber used for the project would meet or exceed the standards established in BMPs For the Use of Treated Wood in Aquatic Environments, developed by the Western Wood Preservers Institute, revised July 1996.
- A vibratory hammer would be the primary means of installing in-water piles. Use of an impact hammer would be limited to load testing.
- During creosote-pile removal and all in-water and over-water work, containment booms and absorbent booms (or other oil absorbent fabric) would be placed around the perimeter of the work area to capture wood debris, oil, and other materials released into marine waters as a result of construction activities. All accumulated debris would be collected and disposed upland at an approved site.
- In the event that the piles cannot be completely removed, the remainder of the pile would be removed or cut off 2 feet below the mudline.
- All debris or deleterious material resulting from construction would be removed from the beach area and prevented from entering Puget Sound.
- Any abandoned outfalls would be removed from the shoreline area.
- A barge plan would be prepared and implemented to minimize impacts to eelgrass and macro algae present at the existing dock. The barge plan could include use of anchor lines and spuds.
- The new dock ramp and boat slips would be constructed to avoid impacting eelgrass and macro algae located between the existing dock and shoreline.
- Noise barriers would be installed along the shoreline during construction. Monitoring and select surveying would be conducted to further identify and protect fish, wildlife, and habitats that could be impacted by project-related activities.
- Peak and root-mean-square RMS sound pressure levels for each pile would be monitored and a report submitted to the services and U.S. Army Corps of Engineers (Corps) within 60 days of completion of pile driving.
- Any behavioral changes of marbled murrelets and marine mammals would be monitored, and the number and species of any observed injured or dead fish or birds documented during pile driving. A report would be submitted to the services and Corps within 60 days of completion of pile driving. All observations of murrelets and marine mammals in the area of potential biological effect, and distance from dock would be included.

- Forage fish spawning would be monitored starting one week prior to the start of in-water pile driving and during pile driving. Pile driving would be stopped should forage fish be observed spawning during pile driving. Pile driving would commence one week after forage fish stop spawning. The local area habitat biologist would be immediately contacted should forage fish be observed spawning during pile driving and would be conferred with on appropriate measures to protect spawning forage fish.
- Construction-related outdoor lighting would be shielded/directed away from the marine environment.

### During Operation

- A permanent stormwater management system would be installed in accordance with the current *2010 Snohomish County Drainage Manual*.
- Eelgrass and kelp would not be adversely impacted by any project activities (e.g., the barge would not ground, anchors and spuds would not be deployed, equipment would not operate, and other project activities would not occur in eelgrass or kelp).
- No petroleum products or other deleterious materials would be allowed to enter surface waters.
- Trash receptacles would be strategically placed around the site during both construction and operation of the project. They would include covers to eliminate wind from spreading trash and wildlife scavenging. All trash receptacles would be emptied prior to becoming a potential source of pollution.
- Permanent outdoor project lighting would be directed downward and away from the marine environment to the maximum extent practicable. A lighting plan would be prepared that would specifically address and minimize impacts to the nearshore marine environment.
- Eelgrass and macro algae surveys would be conducted around and under the dock and dolphin piles.

### Other Possible Mitigation Measures

- Non-reflective glass could be used on building windows to deter birds.

#### 3.4.4 Significant Unavoidable Adverse Impacts

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With implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse impacts to plants and animals and their habitat are anticipated.

## 3.5 ENVIRONMENTAL HEALTH

This section of the DEIS describes existing environmental health-related conditions on and in the vicinity of the Point Wells site. Potential impacts from development of the EIS Alternatives are evaluated and mitigation measures identified.

### 3.5.1 Affected Environment

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#### Methodology

Existing environmental health-related conditions on and in vicinity of the site are described below. The site cleanup and remediation process is also discussed. The analyses in this DEIS, including this section, assume an existing/baseline condition subsequent to phased cleanup/remediation of the site. Only the probable significant environmental impacts and applicable mitigation measures related to proposed redevelopment of the site are addressed in this DEIS; potential impacts associated with cleanup/remediation activities will be addressed through the separate Washington State Department of Ecology's (Ecology) SEPA process

#### Background

The Point Wells site was filled and paved in the early 1900s for industrial use. The Point Wells industrial facility was constructed in 1912 by the company that is now known as Shell Oil Company. The existing facility was constructed on a salt marsh, which was filled with 4 to 15 feet of imported sand and gravel. The fill was overlaid with pavement, and existing on-site creeks were piped and channeled through the site. Groundwater is typically present at a depth of about 2.5 feet below the ground surface (bgs) beneath the Upper Bench and 1.5 to 7.5 bgs beneath the Low Bench onsite.

In 1913, Standard Oil purchased the site. Over the years Standard Oil became known as Chevron Oil. Chevron used the facility as an asphalt petroleum refinery and light products/lube oil distribution terminal. The various types of petroleum products stored and/or processed at the site included crude oil, asphalt products, lubrication oils, fuel oils, aviation fuels, motor vehicle and marine vessel fuels, and thinners. The light products/lubrication oil distribution terminal and refinery are no longer in operation (refinery operations ceased in 2000); however, the facility continues to operate as a marine fuel and asphalt distribution center by Paramount Petroleum Corporation under the terms of agreement with BSRE, the current site owner.

#### Site Contamination

Past industrial activities that have occurred onsite (predominately asphalt refining and light products/lube oil distribution) have resulted in the release of various contaminants to the

soil and groundwater. The site is currently listed on Ecology's "Confirmed and Suspected Contaminated Sites List". Petroleum and metals contamination is known to be present in the soil and groundwater beneath the site. A groundwater pump and remediation treatment system currently operates on the site to treat the contamination in the groundwater. These site remediation actions are being conducted by Paramount Petroleum based on Ecology's requirements. Other soil and groundwater contaminants known or suspected might be present at the site include benzene, lead, non-halogenated solvents, and other priority pollutant metals.

## Site Cleanup and Remediation Process

Cleanup activities at the site will be implemented under State of Washington regulations including the Model Toxic Control Act (MTCA) (WAC 173-340). These regulations are implemented by Ecology, in coordination with other state and federal agencies.

The MTCA regulations are the main state law that defines how environmental cleanup decisions are to be made. These regulations specify criteria for the evaluation and conduct of a cleanup action, and specify how cleanup levels are to be developed for cleanup actions involving soil, groundwater, and other media including sediment.

Under MTCA regulations, any cleanup action must protect human health and the environment, meet environmental standards in other laws that apply, and provide for monitoring to confirm compliance with appropriate cleanup levels.

The cleanup process includes multiple steps. The time required to complete the process varies with the type of site, agency priorities and the timing for site reuse or redevelopment. Actions under MTCA are generally required to undergo environmental review under SEPA (SEPA environmental review for the cleanup of the Point Wells site is not contained in this EIS; it will be provided in a separate SEPA review conducted by Ecology as part of the MTCA cleanup process). The steps in the cleanup process include the following:

- **Initial Discovery and Investigation:** After the discovery of site contamination, an initial site hazard assessment is performed by Ecology to assess whether further action is required. One or more rounds of sampling may be conducted to gather initial information on the types and levels of contamination present.
- **Remedial Investigation and Feasibility Study (RI/FS):** The key study for evaluating site cleanup actions is the RI/FS. In the RI/FS, the site is investigated and the nature and extent of contamination is defined. Then, different potential alternatives for conducting a site cleanup action are defined and one or more preferred alternatives are identified for consideration by Ecology.
- **Interim Cleanup Actions:** An interim cleanup action may be conducted to partially address cleanup of a site. An interim action is prepared to: reduce a threat to

human health or the environment by eliminating or substantially reducing pathways for exposure to a hazardous substance; correct a problem that may become substantially worse if the remedial action is delayed; or provide for completion of a site hazard assessment, RI/FS, or design of a cleanup action plan.

- **Cleanup Action Plan (CAP):** The CAP is the document in which Ecology defines the cleanup remedy for a site. The CAP is typically part of a legal agreement (usually a Consent Decree) between the state and the lead party conducting the cleanup.
- **Design and Permitting:** Design and permitting can take from less than six months for a relatively simple project, to two or more years for a complex project. Additional environmental review under SEPA is often conducted as part of permitting for cleanup projects during this phase.
- **Construction of the CAP:** Construction of the cleanup action can take from several months to several years, depending on the scope of the cleanup action. Cleanup actions often include application of a range of technologies such as soil or sediment removal, treatment of soils or groundwater, and/or capping of soils or sediments.
- **Long-Term Monitoring and Institutional Controls:** Cleanup actions include provisions for long-term monitoring and institutional controls to ensure compliance with site cleanup levels. Institutional controls are mechanisms for ensuring the long-term performance of cleanup actions. They are applicable to most remedies where contaminants are not completely removed from the site. Institutional controls involve administrative and legal tools to document the presence of contaminated materials, regulate the future disturbance/management of these materials, and provide for long-term care of remedial actions including performance of long-term monitoring.

## Coordinated Cleanup and Redevelopment Planning

Future land uses are one factor considered as part of cleanup planning under MTCA, and are typically assessed as part of the development of the RI/FS studies and CAP.

Under MTCA, land uses affect the analysis of cleanup levels. Particularly for soil, MTCA cleanup levels are more stringent for residential or mixed-use redevelopment scenarios than for industrial land uses. Land uses can also affect cleanup levels for groundwater, with cleanup levels for groundwater that could be a source of drinking water being generally more stringent than for protection of aquatic life in adjacent nearshore seepage zones.

## Buildings and Structures

The site presently contains more than 24 buildings and assorted structures, and over 85 above-ground tanks of various sizes. Most of these structures are related to petroleum products storage, processing, and distribution. Due to the age of the existing buildings and structures, asbestos-containing building materials (ACBM) and lead-based paint could be present.

### 3.5.2 Impacts of the Alternatives

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This sub-section analyzes the environmental health-related impacts with proposed redevelopment. Impacts are expected to be similar for Alternative 1 and Alternative 2; any differences between the alternatives are noted.

To implement the proposed Point Wells Project, the current remediation program will be expanded and accelerated. SEPA environmental review and oversight of future site cleanup/remediation will be provided separately by Ecology under the provisions of the MTCA. The site will undergo cleanup/remediation pursuant to the final CAP defined by Ecology. Cleanup/remediation of the site is expected to take approximately 10 - 15 years. There could be some overlap between later phases of cleanup and early construction on portions of the site that have already been cleaned up. As part of the cleanup/remediation process, applicable cleanup methods will consider potential redevelopment plans for the site. Certain activities related to redevelopment, such as grading, stormwater control, and utility/building construction, will be dictated by Ecology in coordination with Snohomish County and other agencies.

Central to redevelopment under Alternatives 1 and 2 is the assumption that phased cleanup actions will be performed to address any site contamination issues within the site. These cleanup actions will be consistent with MTCA regulations and other applicable regulations, and will provide adequate mitigation for the environmental health and hazardous materials concerns present at the site.

Therefore, this evaluation of the potential for environmental health-related impacts focuses on those impacts associated with proposed redevelopment only.

Potential environmental impacts associated with redevelopment include:

- Construction Impacts: Impacts potentially occurring during phased construction of infrastructure and/or during demolition of buildings/structures and construction of subsequent buildings.
- Operation Impacts: Impacts potentially occurring during operation of assumed land uses after completion of site construction.

## Alternatives 1 and 2

Based on the similarities (from the perspective of MTCA regulations) of assumed land uses under the two redevelopment alternatives, there would be no substantial differences related to potential environmental health-related impacts and appropriate mitigation measures. Therefore, potential impacts from both alternatives are discussed together below.

Proposed development under Alternatives 1 and 2 would include new commercial, retail, public service, multifamily residential, and open space/recreational uses onsite, as well as a secondary access roadway offsite, in proximity to potentially contaminated areas. With development and phased implementation of the cleanup/remediation plan for the site under the oversight of Ecology, significant environmental health-related impacts are not anticipated. As described previously, the cleanup/remediation of the site would be conducted as part of a separate action with a separate environmental review process. Development of the site under Alternatives 1 and 2 would be coordinated with cleanup/remediation activities of the site and would comply with the identified cleanup/remediation plan, as applicable. Any contaminated materials at the site are planned to be addressed prior to phased redevelopment.

### **Institutional Controls Plan**

An institutional controls plan will be implemented that defines specific requirements for how final site cleanup actions will be implemented in coordination with redevelopment. The institutional controls plan for each of the cleanup actions will specify, where appropriate, the implementation of potential use restrictions that will be required for site redevelopment. These specific requirements could vary for different portions of the site. The institutional controls framework will also define any use limitations or specific worker protection standards applicable to areas of the cleanup sites.

If Ecology determines that additional cleanup actions are needed in parts of the site, the design, permitting, and construction of such cleanup actions will be implemented along with proposed redevelopment activities (assuming the necessary approvals and permits are secured) to ensure coordination of activities, provide for holistic environmental review, and minimize construction impacts. Following construction activities, an institutional controls plan will be implemented at the site, defining any subsequent use restrictions and other institutional control requirements associated with mixed-use site redevelopment.

### **Construction Impacts**

Potential environmental health-related impacts during construction of utility and roadway infrastructure, buildings and other amenities on the site could include the following:

## Soil and Groundwater

- **Soil Management:** Site grading, construction of infrastructure, and building/amenity development on the site could disturb or generate contaminated soils beneath the site. For example, excavation of soils would be required to install building foundation systems or other subsurface structures. Improper management of these materials (e.g., shipment of contaminated soils to a non-permitted off-site disposal area) could result in exposure of human health or environmental receptors to hazardous substances.
- **Worker Health & Safety:** State and federal worker safety regulations require special training, monitoring and work practices at cleanup sites. Subsurface construction activities (e.g., trenching or excavation for installation of building foundation structures) in some areas of the site following cleanup/remediation could result in exposure of workers to contaminated soils or soil vapors that may require such training, monitoring and/or special work practices.
- **Stormwater Quality Impacts:** If construction activities disturb contaminated soils, pollutants could enter site stormwater runoff.
- **Groundwater Quality:** If necessary, cleanup activities at the site could potentially include various activities to contain, treat, divert and/or monitor groundwater in order to comply with applicable cleanup levels and associated requirements. Site construction activities could potentially interfere with these cleanup actions by modifying groundwater flow patterns (e.g., installing deep basement drains that re-direct groundwater flows), damaging groundwater monitoring equipment (e.g., damaging a groundwater well during roadway construction), or by introducing new land uses that are inconsistent with the site cleanup plans and institutional control measures.
- **Facility/Land Use Siting:** As part of the final cleanup plans, some redevelopment land uses could be relocated or restricted in certain portions of the site. For example, Ecology may specify that subsurface utility excavation and construction is restricted where certain contaminated soils are to be treated and/or contained in place. Improper siting of infrastructure or redevelopment features in such restricted areas could result in non-compliance with site cleanup requirements.
- **Discovery of New Cleanup Issues:** As at any property, it is possible that previously-undocumented environmental contamination problems could exist at the site, separate from the active cleanup actions.

### **Buildings and Other Infrastructure**

Because of the age of the buildings/structures onsite, there could be ACBM and lead-based paint present. The demolition of existing buildings/structures could disturb these materials. Exposure to ACBM and lead-based paint, as well as petroleum products and byproducts, could present safety issues for workers. Construction activities would include contingencies for appropriate site-specific health and safety procedures that meet the requirements of WAC 296-843, "Hazardous Waste Operations", to minimize the potential for workers to be exposed to hazardous materials during construction.

### **Beneficial Impacts**

The extent of cleanup required under Alternatives 1 and 2 would generally be more stringent than the level of cleanup required to support industrial uses under the No Action Alternative. This more stringent cleanup to meet applicable standards for mixed-uses would result in reductions in residual environmental risks and overall improvement in environmental protection of the site. Further, the coordination of cleanup and redevelopment under Alternatives 1 and 2 could require a more rapid time frame for cleanup than would occur without redevelopment. Both of the above impacts could be considered potential beneficial impacts to human health and the environment.

### **Operational Impacts**

Potential environmental health-related impacts could occur after completion of site construction, during operation and use of the site. It is possible that groundwater and beach/sediment cleanup would be occurring at this time. Potential impacts could include the following:

- **Soil Management and Worker Safety:** During maintenance and repair of subsurface utilities, soil management and worker safety requirements could be triggered similar to those associated with construction activities – and discussed above.
- **Future Hazardous Materials Use:** Depending on the specific use, commercial uses at the site could use, store, or process certain hazardous materials as part of their normal operations. This could result in impacts to the environment if these chemicals are not properly stored, used, or disposed.
- **Stormwater Control:** Stormwater infiltration, if used, could impose a substantial load on the groundwater treatment system installed with remediation.

### **No Action Alternative**

#### **Scenario A – Continuation of Existing Conditions**

Under No Action Scenario A, no redevelopment would occur on the site at this time. The existing buildings/structures and infrastructure would continue to age and degrade over time, potentially resulting in additional environmental contamination. In addition, the

cleanup of known contamination by Ecology in accordance with MTCA may not be undertaken in as timely a manner as under Alternatives 1 and 2.

Under No Action Scenario A, the benefits of a more stringent cleanup to support mixed-use redevelopment would potentially not occur

### **Scenario B – Intensification of Existing Industrial Conditions**

Under No Action Scenario B, no redevelopment would occur on the site at this time. Existing industrial uses would intensify into existing currently underused facilities onsite. Given the assumed level of industrial use under No Action Alternative Scenario B, intensification of existing industrial uses at the site could use, store, and/or process more hazardous materials than under the Redevelopment Alternatives. Therefore, potential risks would likely be greater than under Alternatives 1 and 2, or under No Action Scenario A.

Similar to under No Action Scenario A, the benefits of a more stringent cleanup to support mixed-use redevelopment would not occur, and the potential for a more rapid time frame for cleanup may not be actualized.

### 3.5.3 Mitigation Measures

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The following “required/proposed” mitigation measures have been incorporated into the proposal; additional “other possible” mitigation measures could also be identified, as appropriate, to further minimize the potential for environmental health-related impacts.

#### Required/Proposed Mitigation Measures

##### **Prior to and During Construction**

Measures that would be implemented to mitigate potential construction impacts associated with environmental health and hazardous materials include:

- **Demolition Activities:** complete pre-demolition surveys and applicable asbestos lead, and/or petroleum-related product abatement activities, as required by local, state, and federal air quality or worker safety regulations.
- **Soil Management:** Comply with the soil management provisions of cleanup site institutional controls, and ensure compliance of all future site construction activities with these control measures.
- **Worker Health & Safety:** Comply with construction worker safety protocols defined as part of cleanup site institutional controls, and ensure compliance of all future site construction activities with these control measures.

- **Stormwater Quality Impacts:** Maintain cover soil over contaminated soils where practicable and/or implement stormwater treatment and monitoring during construction activities that could disturb contaminated soils.
- **Groundwater Quality:** Ensure compliance with the site-specific institutional controls during site cleanup and redevelopment construction activities. Organic vapors from contaminated groundwater would be mitigated by design elements in the buildings to preclude impacts from migration of vapors.
- **Facility/Land Use Siting:** Incorporate a review of use restrictions associated with institutional control plans as part of future building permit reviews, and either: 1) ensure that all proposed uses comply with these use restrictions, or 2) conduct additional removals of the contained hazardous materials in coordination with Ecology, as necessary, to remove the use restrictions.
- **Discovery of New Cleanup Issues:** Comply with release reporting, investigation, and applicable cleanup provisions of the MTCA regulations.

#### **During Operation**

Mitigation measures that would be implemented to address potential environmental health-related impacts during operation of the project include:

- **Soil Management and Worker Safety:** Initial development of utility corridors in clean backfill material where practicable; where this is not practicable, the same soil management and worker safety provisions applicable to construction activities (e.g., compliance with worker training, monitoring, and work practice requirements defined in site institutional control plans) would apply to utility maintenance or other subsurface maintenance activities.
- **Future Hazardous Materials Use:** Comply with local (e.g., fire department hazardous materials regulations), state (e.g., Washington underground storage tank regulations) and federal regulations (e.g., federal spill prevention control and counter-measures requirements) relating to the use, storage, or processing of hazardous materials.

#### 3.5.4      Significant Unavoidable Adverse Impacts

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With implementation of the required/proposed mitigation measures, no significant unavoidable adverse environmental health-related impacts are anticipated.

## 3.6 NOISE

To Be Provided

## 3.7 LAND USE AND SHORELINE USE

This section of the DEIS describes the existing land and shoreline uses and patterns on and in the vicinity of the Point Wells site. Potential impacts are evaluated and mitigation measures identified. Section 3.8, **Relationship to Plans and Policies**, compares the consistency of the EIS Alternatives to relevant Washington State, Snohomish County, and other local jurisdictions' plans, policies, and regulations.

### Methodology

The types of direct land use impacts that are analyzed in this section relate to construction impacts; displacement of existing uses; transition in land use patterns; conversion of land uses; changes in relationships to surrounding uses; changes to building height/bulk/scale; and relationship to off-site land uses. Indirect land use impacts that could occur include the potential for increases in off-site development. As possible, potential impacts are quantified, otherwise, qualitative discussions are provided.

#### 3.7.1 Affected Environment

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##### Existing Land Uses

###### **Site History**

The majority of the Point Wells site was formerly a saltwater marsh. The site was filled and paved in the early 1900s for industrial use. The Point Wells facility was reportedly constructed in 1912 after Standard Oil (now Chevron), Shell, and other smaller oil companies purchased the property. The facility was previously used as an asphalt refinery and light products/lube oil distribution terminal. The various types of petroleum products stored and/or processed at the site included: crude oil, asphalt products, lubrication oils, fuel oils, aviation fuels, motor vehicle and marine vessel fuels, and thinners. The light products/lubrication oil distribution terminal is no longer in operation. The asphalt refinery ceased operations in 2000. Alon Group purchased the site in 2005. Currently, the site is operated as both a marine fuel transfer and asphalt distribution facility by Paramount Petroleum Corporation (see Section 3.10, **Historic and Cultural Resources**, and **Appendix H** for details).

Prior to 1960, the site had two means of vehicular access. The primary access was from Richmond Beach Road; the secondary access was known as Heberlein Road and connected the site to the area east of the refinery on the top of the adjacent bluff.

Site cleanup and remediation groundwater contamination associated with historic industrial uses of the site is underway under the requirements of Ecology (see **Chapter 2** and Section 3.5, **Environmental Health**, for details)

# Point Wells Mixed-Use Redevelopment Project Draft EIS



Point Wells Site



North

Note: This figure is not to scale.

Source: Google Maps and EA Engineering, 2016.



**Figure 3.7-1**  
Existing Land Use Map

### **Existing Site and Vicinity Uses**

The general land use character of the site and surrounding area is urban, with the character of the site being industrial, and the site vicinity being primarily residential. Undeveloped, forested steep slope areas in unincorporated Snohomish County are located immediately east of the site; single family residences in the Town of Woodway are located further to the east at the top of the bluff. Puget Sound lies to the north and west of the site; railroad uses are also present to the north. Single family residences in the City of Shoreline are primarily located to the south of the site; an outfall for the Brightwater regional wastewater treatment system is situated immediately south of the site on Puget Sound (see **Figure 3.7-1**, Existing Land Uses).

### **Existing Site Uses**

The site is approximately 61 acres in size, with approximately 16 acres of tidelands and 45 acres of uplands. About 56 acres of the site are located between the Sound and the Burlington Northern Santa Fe (BNSF) railroad line that pass north/south through the site (the Lower Bench); the remaining approximately 5 acres are located on the east side of BNSF tracks, about 10 to 20 feet higher than the Lower Bench (the Upper Bench).

**Figure 2-5 in Chapter 2** provides an illustration and **Table 2-1** a breakdown of the existing conditions onsite. As shown in **Table 2-1**, the majority of the upland area of the site (approximately 43.3 acres, or 89 percent) is presently in built/impervious areas (i.e., buildings/structures, tanks, and pavement). The remainder of the upland areas (approximately 5.1 acres, or 11 percent) is in open space/pervious areas such as naturally vegetated areas, landscape areas, and areas of beach above the Mean Higher High Water (MHHW). The approximately 12.7 acres of the site in tidelands (below the MHHW) are also considered impervious surface. The following further describes the existing land uses and buildings currently located onsite.

The Upper Bench onsite is generally characterized by large paved areas that are typically used for parking and access to the site via a connection with Richmond Beach Drive NW (see the discussion below regarding site access).

Existing land uses in the Lower Bench are associated with the existing industrial operations that are currently conducted onsite. This area contains more than 24 existing buildings and assorted structures, as well as over 85 above-ground storage tanks of various sizes, the largest of which are approximately 144 feet in diameter and at least 45 feet high. Eleven (11) tanks are presently in service. The majority of the on-site structures are related to petroleum products storage, processing and distribution operations that are conducted on the site by Paramount Petroleum. Asphalt storage and distribution operations are also located in the northern portion of the Lower Bench. Thirteen (13) employees currently work on the site. An undeveloped area is located in the southern portion of the Lower Bench (south of the existing access bridge over the BNSF railroad line).

Despite its prominent location on Puget Sound, public access to the site is currently prohibited. The U.S. Homeland Security Department's requirements related to the current

industrial use of the site prevent any public access to the site and its shoreline area. The lack of public connections isolates the site from the surrounding community and prevents public enjoyment of the waterfront. Vehicular access to the site is limited to a single access point from the southeast via Richmond Beach Drive NW. The BNSF railroad corridor passes north/south through the site. The corridor divides and serves as a separator between the Upper and Lower Bench onsite. Two vehicular/pedestrian bridges span the BNSF railroad tracks to connect the Lower Bench and Upper Bench onsite, and ultimately link to Richmond Beach Drive NW. However, the northernmost bridge is not currently in use. Several internal roadways are also located on the site and provide internal circulation.

An approximately 1,050-foot long, 60-foot wide active deepwater dock is located on the western edge of the site and is used for transferring petroleum products to and from the site. A smaller, currently unused, wooden pier in deteriorating condition is located to the north of the deepwater dock. No public access to either of the dock or pier is allowed.

### Existing Vicinity Uses

Existing development surrounding the site is limited to the areas located to the east and south of the site; Puget Sound is located to the north and west. Surrounding land uses are described in more detail below (see **Figure 3.7-1**, Existing Land Uses).

#### *North*

The area to the north of the site consists of Puget Sound and a BNSF railroad line along the shoreline. Puget Sound is an inlet of the Pacific Ocean and part of the Salish Sea. In the site vicinity, Puget Sound separates the Kitsap Peninsula from the greater Seattle area.

#### *East*

Existing land uses to the east of the site generally include undeveloped forested areas, the railroad, and single family residential uses. The BNSF railroad line passes through the southern portion of the site and separates the Upper Bench and Lower Bench; the railroad also travels along the eastern boundary of the Lower Bench. To the east of the Upper Bench, and to the east of the BNSF railroad tracks adjacent to the Lower Bench, are undeveloped forested slope areas located in unincorporated Snohomish County. Further to the east and atop a 150 to 220-foot high bluff are single family residences in the Town of Woodway, located on lots ranging from 0.25 acre to more than five acres in size (the larger lots are generally located to the northeast).

#### *South*

Existing land uses to the south of the site include railroad, single family residential, and public facility uses. The existing BNSF railroad line travels south from the site along the shoreline towards the City of Seattle. Immediately south of the site is a one-acre parcel of uplands and some adjacent tidelands in unincorporated Snohomish County that has been constructed as part of the outfall component for the King County Brightwater regional

wastewater treatment system. The area further to the south and southeast of the site is within the City of Shoreline in King County and is primarily developed in single family residences, typically on lots ranging from 0.15 acre to one acre in size. The Kayu Kayu Ac Park, an approximately 2.3-acre park, is located approximately 0.25 mile south of the site.

## **West**

Puget Sound is located to the west of the Point Wells site. The City of Kingston and the Kitsap Peninsula are located further to the west, beyond Puget Sound.

## **Comprehensive Plan, Zoning, and Shoreline Designations**

### **Site**

#### **Comprehensive Plan Designation and Zoning**

The site is located in unincorporated Snohomish County, in the southwestern corner of the existing County Urban Growth Area (UGA)<sup>1</sup>. In 2011, when applications were submitted to Snohomish County for the *Point Wells Mixed-Use Redevelopment Project*, the site's Comprehensive Plan designation on the Future Land Use Map (FLUM) was Urban Center (UC); the zoning classification on the zoning map was also UC. The UC designation/classification provides for compact, well-designed areas that concentrate a variety of uses in one location. They are considered places where substantial population and employment growth can be located, a community-wide focal point can be provided, and increased use of transit, bicycling, and walking can be supported. Under the UC zoning classification, the maximum building height is 90 feet; however, pursuant to Snohomish County Code (SCC) Section 30.23.040, additional building height up to a maximum of 180 feet can be allowed subject to certain conditions. The minimum floor area ratios (FAR) for mixed-use development in the UC zone is 1.0, with a maximum FAR of 2.0; a maximum FAR of 3.0 is allowed subject to bonuses outlined in SCC 30.34A.030(1). All other non-residential and residential development is allowed at a minimum FAR of 0.5, a maximum FAR of 1.0, and maximum FAR with bonuses of 1.5.

To bring Snohomish County into compliance with the Washington State Growth Management Act (GMA), in 2012 the County amended the Comprehensive Plan designation of the site from UC to Urban Village (UV), and the zoning classification from UC to Planned Community Business (PCB). The UV designation provides for compact, pedestrian-oriented

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<sup>1</sup> The Washington State Growth Management Act (GMA) requires that urban growth areas (UGAs) be designated. UGAs are to include areas and densities sufficient to permit the urban growth that is projected to occur in the county over the next twenty years. Future urban growth is to be located first in areas already characterized by urban development where existing public facility and service capacity is available, and second in areas where public or private facilities or services are planned or could be provided in an efficient manner.

development, including a variety of small-scale commercial and office uses, public buildings, high density residential units, and public open space. An Urban Village is generally smaller and less dense than an Urban Center (see **Figure 3.7-2**, Existing Comprehensive Plan Designation Map). The PCB zoning classification allows for community business enterprises in areas desirable for business, but having highly sensitive elements of vehicular circulation, or natural site and environmental conditions while minimizing these elements/conditions through the establishment of performance criteria (See **Figure 3.7-3**, Existing Zoning Classifications Map). Pursuant to SCC Table 30.23.030, the maximum building height in the PCB zone is 40 feet; however, SCC 30.31A.115 outlines optional performance standards for UV-designated properties on the FLUM, including a maximum building height up to 75 feet, with an additional 50 feet subject to the preparation of an EIS and where such an increase in height does not interfere with views from nearby residences. Also, SCC 30.31A.115(9) identifies the following specific provisions for the Point Wells site:

*Development applications shall be reviewed and approved pursuant to SCC 30.34A.180(2). In addition, because the Urban Center at Point Wells is singularly unique due to its location, geography, access points, and historical uses, the applicant for any Urban Village development at Point Wells shall be subject to the following provisions:*

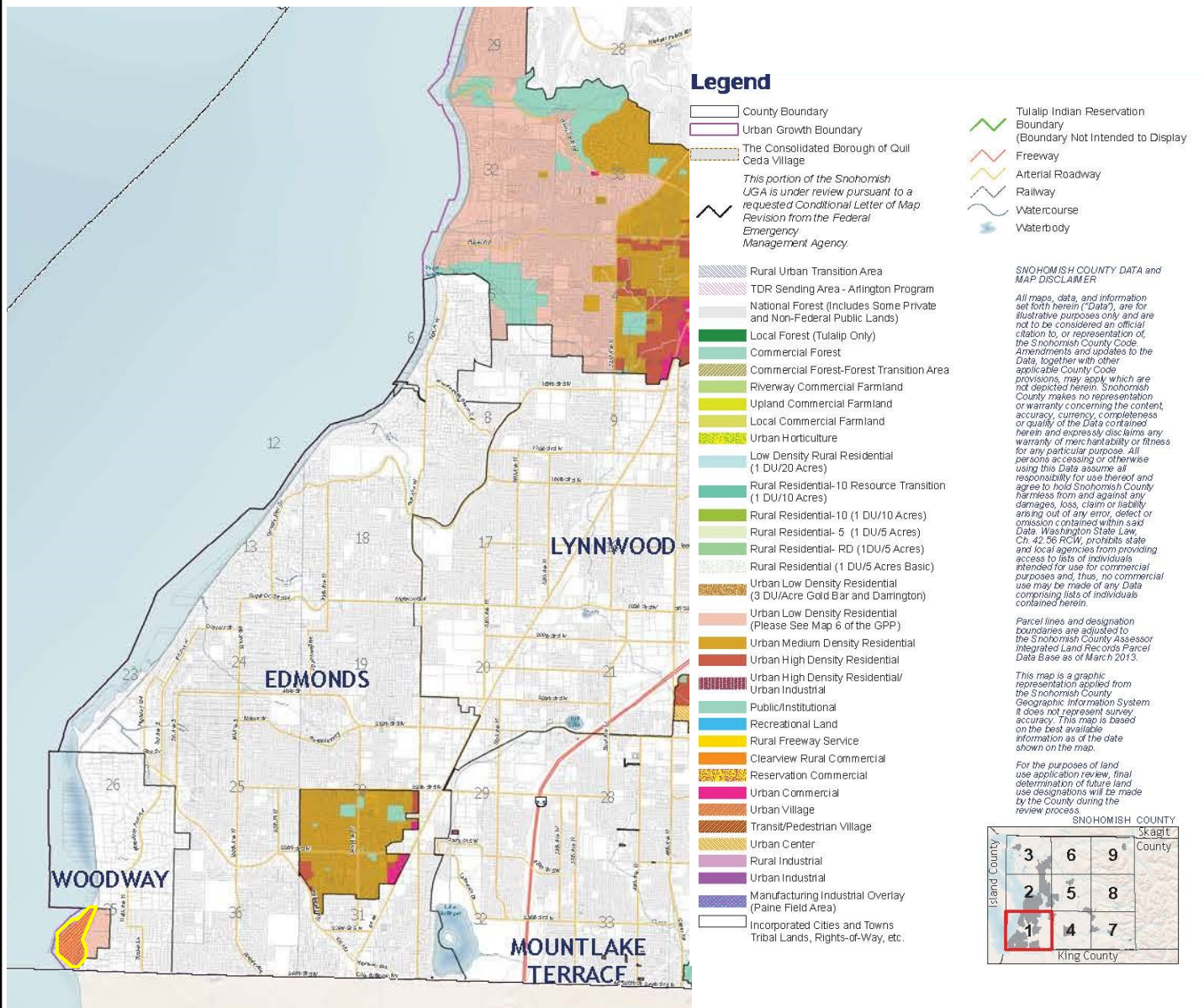
- a. The applicant shall successfully negotiate binding agreements for public services, utilities, or infrastructure that are to be provided by entities other than the County, prior to the County approving a development permit that necessitates the provision of public services, utilities, or infrastructure;*
- b. Development applications may be planned and programmed in phases; and,*
- c. The intensity of development shall be consistent with the level of service (LOS) standards adopted by the entity identified as providing the public service, utility or infrastructure.*

See Section 3.8, **Relationship to Plans, Policies and Regulations**, for further discussion of the Comprehensive Plan designation and zoning classification of the site.

### **Shoreline Designation**

The Shoreline Management Act (SMA) of 1971 (RCW 90.58) is intended to protect the public interest associated with shorelines of the state while, at the same time, recognizing and protecting private property rights consistent with the public interest. The primary implementing tool of the SMA is the adoption by local jurisdictions of Shoreline Master Programs (SMPs), which must also be approved by the Department of Ecology (Ecology). The SMP applies to all shorelines of the state within unincorporated Snohomish County and those areas landward 200 feet of such shorelines.

# Point Wells Mixed-Use Redevelopment Project Draft EIS



Point Wells Site

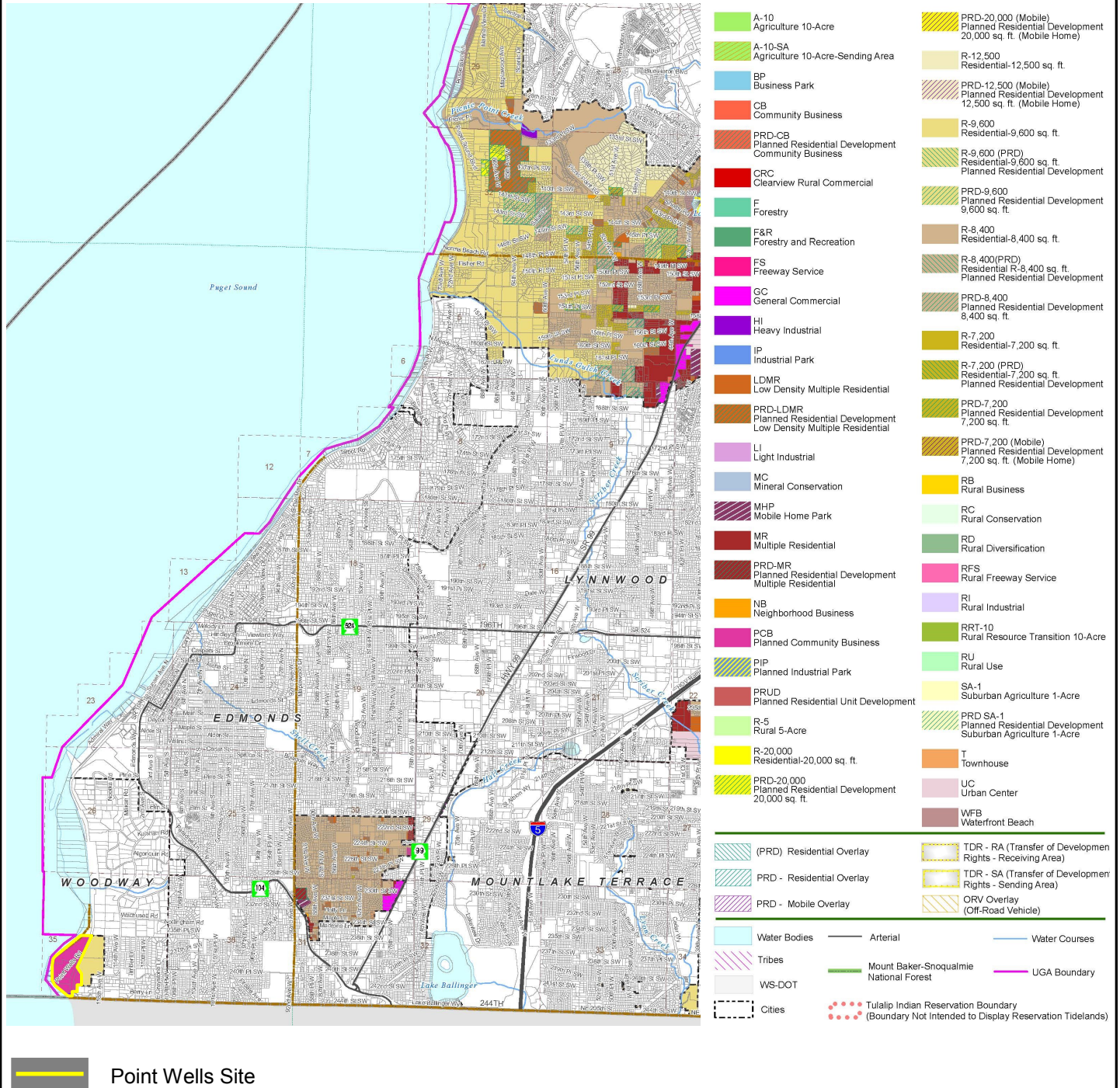
Note: This figure represents the current Snohomish County Comprehensive Plan designation for the site and site vicinity; however, the Point Wells Project is vested to the designations that were in place at the time of application (2011).

This figure is not to scale.



Source: Snohomish County, 2015.

# Point Wells Mixed-Use Redevelopment Project Draft EIS



Note: This figure represents the current Snohomish County zoning classifications for the site and site vicinity; however, the Point Wells Project is vested to the zoning that was in place at the time of application (2011).

This figure is not to scale.



Source: Snohomish County, 2016.



**Figure 3.7-3**  
Existing Zoning Map

The SMA establishes two basic categories of shoreline: “Shorelines of Statewide Significance,” and “shorelines”. “Shorelines of Statewide Significance” include the Pacific Coast, Hood Canal, and certain Puget Sound shorelines; all waters of Puget Sound and the Strait of Juan de Fuca; lakes or reservoirs over 1,000 acres; large rivers 1,000 cubic feet per second or more; and, wetlands associated with the above. “Shorelines” include all of the water areas of the state and their associated wetlands, together with the lands underlying them. The site includes waterfront property and is bordered by Puget Sound to the west and north. As noted above, Puget Sound is considered a “Shoreline of Statewide Significance”; the westernmost portions of the site are considered “Shorelines”.

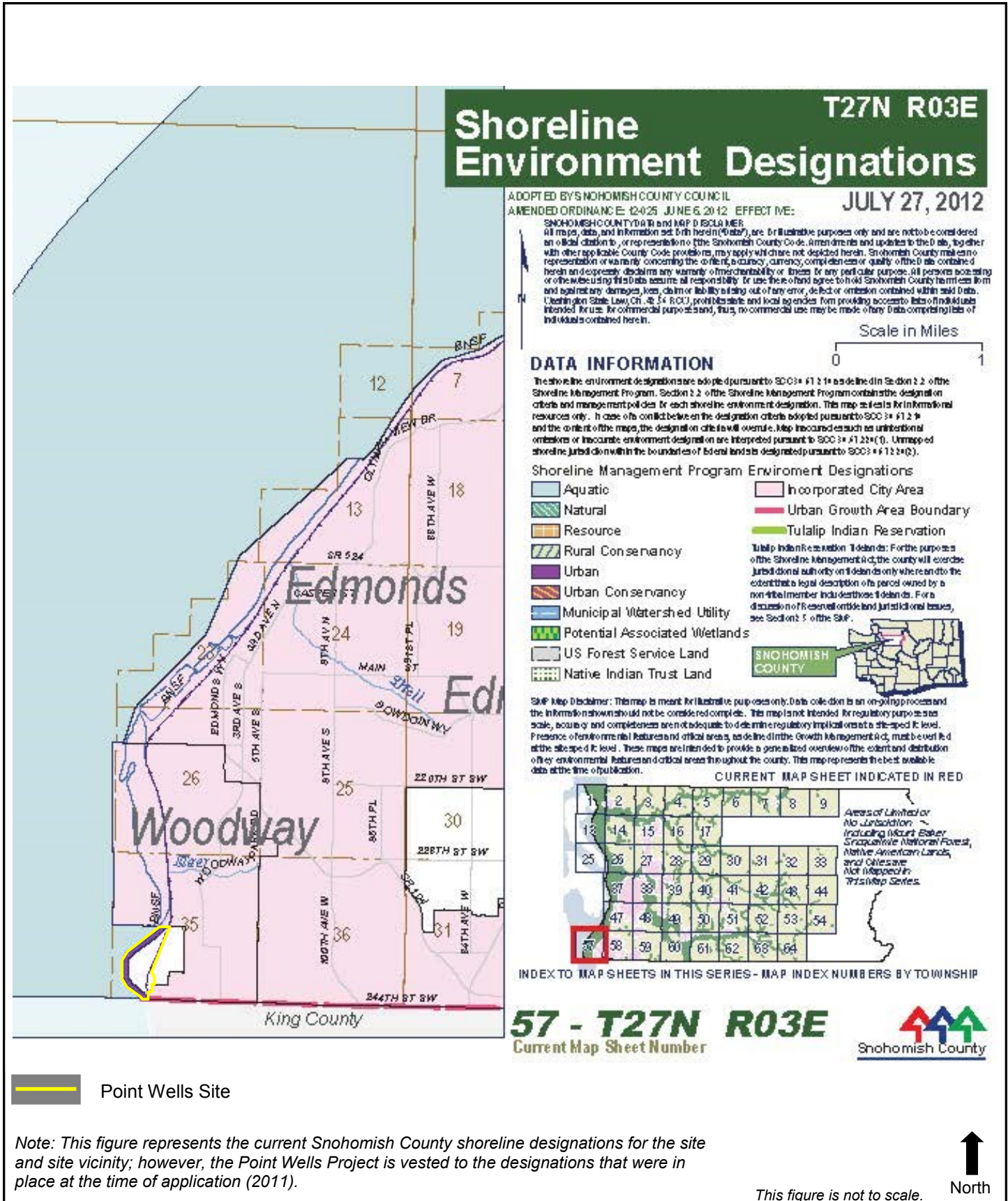
At the time the original Point Wells applications were submitted (2011), the County’s *Shoreline Management Master Program* designated the upland portion of the site within the Shoreline jurisdiction (in the Lower Bench) as Urban Environment. The Urban Environment designation was intended to insure optimum use of shorelines within urbanized areas by providing for intensive public use and managing development so that it enhances and maintains shorelines for a multiplicity of urban uses. The bedlands and tidelands within the site were designated Conservancy Environment, which was intended to protect, conserve, enhance, and manage existing natural resource areas and valuable historic cultural areas in a manner that will insure recreational benefits to the public, or achieve sustained resource utilization without substantial adverse modification of shorelines or topography (see **Figure 3.7-4**, Shoreline Designations Map).

In 2012, Snohomish County completed an update to their *Shoreline Management Program*. The County’s current SMP (2012) classifies shorelines into seven distinct environments (Aquatic, Natural, Resource, Municipal Watershed Utility, Rural Conservancy, Urban Conservancy, and Urban) that provide a framework for implementing shoreline policies and regulations. The upland area within the shoreline jurisdiction on the site is designated Urban Environment, which is intended to absorb higher density uses while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded (Snohomish County SMP 2.2.7). An additional purpose of the Urban Environment is to provide appropriate public access and recreational uses. The bedlands and tidelands within the site are designated Aquatic, which is intended to protect, restore, and manage the unique characteristics and resources of the areas waterward of the ordinary high water mark (OHWM) (SMP 2.2.1). (See Section 3.8, **Relationship to Plans, Policies and Regulations**, for further information.)

### **Site Vicinity**

The vicinity surrounding the site includes areas within unincorporated Snohomish County (to the immediate east), the Town of Woodway (further to the east and northeast) and the City of Shoreline (to the south and southeast). The area within unincorporated Snohomish County to the immediate east of the site is designated as Urban Low Density Residential on the FLUM, which allows for primarily detached housing developments on larger lot sizes. The zoning classification for this area is Residential-12,500 square feet (R-12,500), which

# Point Wells Mixed-Use Redevelopment Project Draft EIS



Source: Snohomish County, 2012.

includes a minimum lot size of 12,500 square feet and a maximum building height of 30 feet.

Within the Town of Woodway, the areas in the vicinity of the site are primarily designated as Suburban Residential (SR), Forest Residential Park R-87 (FRP R-87), and Conservation (C). The majority of the area to the east of the site is designated as SR, with a coinciding zoning classification for this area of Residential-14.5 (R-14.5). According to *Woodway Municipal Code Title 14*, properties within the R-14.5 zoning must be at least one-third of an acre and allow one single family dwelling unit; the maximum building height is 25 feet. Areas within the C designation and zoning classification are also located to the east; the C zoning classification is intended to provide for the conservation of tidelands and lands lying in certain watersheds and characterized by natural growth, steep slopes and watercourses. To the northeast of the site, the FRP R-87 designation and corresponding Residential-87 (R-87) zoning classification encourage multi-acre residential tracts with one single family dwelling unit per property; minimum lot size in the R-87 zone is approximately two acres (87,120 square feet) and the maximum building height is 30 feet. The Point Wells site is located within Woodway's municipal urban growth area (MUGA).

The majority of the area to the south and southeast of the site, in the City of Shoreline, is designated as Low Density Residential by the City of Shoreline Comprehensive Plan, with the exception of Kayu Kayu Ac Park and the area immediately north of the park, which are designated Public Open Space and Public Facility, respectively. The Low Density Residential designation allows for single family detached dwelling units, with other dwelling types (duplexes, single family attached, cottage housing, etc.) allowed under certain conditions. The Public Open Space and Public Facilities designations apply to all public owned open space and current/proposed public facilities within the City of Shoreline. The zoning for the majority of this area is Residential-6 units/acre (R-6), which allows for predominantly single family detached dwelling units. Per *Shoreline Municipal Code Section 20.020*, the R-6 zone allows a base density of six (6) units per acre, a minimum lot size of 7,200 square feet, and a maximum building height of 30 feet. The Point Wells site is identified as a Future Service and Annexation Area.

According to the *Town of Woodway Shoreline Master Program* (2013), the area within the Shoreline jurisdiction to the north of the site is designated Urban Conservancy Environment, which is intended to protect and restore ecological functions, including properly functioning conditions for protected, threatened, and endangered species, and ecological functions in urban and developed settings, while allowing a variety of water-oriented uses. According to the *City of Shoreline- Shoreline Master Program* (2013), the area within the Shoreline jurisdiction to the south of the site is designated Urban Conservancy Environment, which is intended to protect and restore relatively undeveloped or unaltered shorelines to maintain open space, floodplains, or habitat, while allowing a variety of compatible uses.

### 3.7.2 Impacts

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#### Introduction

The Proposed Actions for redevelopment of the Point Wells site include: Urban Center Site Plan Approval by Snohomish County; Shoreline Substantial Development Permit from Snohomish County; Land Use Disturbing Activity (Grading) Permit from Snohomish County; Short Subdivision Approval by Snohomish County; and, other local, state, and federal permits required for construction and development of the Point Wells Project. Approval of the Proposed Actions would allow redevelopment of the site as a mixed-use development consisting of residential, commercial/office, retail, public services, and open space uses, with new public amenities and opportunities for public access to the Puget Sound waterfront.

For purposes of environmental review, two redevelopment alternatives (Alternative 1 – Urban Center Alternative and Alternative 2 – Urban Village Alternative) and a No Action Alternative with two scenarios (Alternative 3, No Action Alternative Scenario A – Continuation of Existing Conditions, and No Action Alternative Scenario B – Intensification of Existing Industrial Conditions) are analyzed in this DEIS. These alternatives are intended to represent a reasonable range of land uses and densities to address the development objectives for the site (see **Chapter 2** for the Applicant’s Objectives for the project), the regulatory framework, and economic factors. A mix of land uses would be provided on the site under the redevelopment alternatives (Alternatives 1 and 2) including residential, commercial/office, retail, public services (police and fire), and open space uses. See *Chapter 2, Section 2.6.1* for an overview of Alternatives 1 and 2, and **Table 2-2** for a summary of development under Alternatives 1 and 2. See **Chapter 2, Section 2.6.3** for a description of the No Action Alternative.

Compared to existing conditions, redevelopment under EIS Alternatives 1 and 2 would include less built area and more natural/landscaped areas (see **Table 2-3**). Approximately 26.9 acres of the upland area of the site (56 percent) would be covered in built areas with proposed redevelopment under Alternatives 1 and 2, including buildings, pavement, the boardwalk, and areas above underground building structures. Approximately 21.5 acres of the upland area (44 percent) would be covered in natural/landscaped areas, approximately 33 percent less than under existing conditions. The approximately 12.7 acres in tidelands would remain.

The types of direct land use impacts that could potentially occur under the EIS redevelopment alternatives generally relate to construction impacts; displacement of existing uses; transition in land use patterns; conversion of land uses; changes in relationships to surrounding uses; changes to building height/bulk/scale; and relationship to off-site land uses. Indirect land use impacts that could occur include the potential for increases in off-site development. These types of impacts are discussed further below.

In addition, the site will undergo site cleanup and remediation actions to address soil and groundwater contamination associated with historical industrial uses. Consistent with the state MTCA cleanup/remediation regulations overseen by Ecology, cleanup/remediation methods and plans will consider future mixed-use redevelopment of the site, and will include institutional control requirements to be implemented as part of site redevelopment. Site cleanup/remediation would be accelerated with proposed redevelopment of the site (see Section 3.5, **Environmental Health**, for a discussion of the relationship between site cleanup/remediation actions and redevelopment under Alternatives 1 and 2).

Site preparation and infrastructure development (including roads and utilities) would generally occur in conjunction with four major development phases (see **Chapter 2**, including **Figures 2-15** for a description of the anticipated phasing). Buildout of the site would occur over an approximately 15 to 20-year time period; for EIS analysis purposes, 2035 is the assumed buildout year. The actual buildout period could vary depending on specific economic and market conditions.

To accommodate site development under the redevelopment alternatives, with the exception of the site's large deepwater dock, nearly all of the existing structures would be demolished and removed. Site grading would occur during initial site preparation and during all subsequent phases of site redevelopment. Initial site preparation would likely require an increase in elevation of approximately eight feet on the Lower Bench area, and a decrease in elevation of approximately 15 feet on the Upper Bench. Construction during all project phases following initial site preparation would require excavation and filling for construction of roads, building foundations, parking structures, public spaces, utilities, and habitat restoration (see **Chapter 2** and Section 3.1, **Earth**, for details on grading activities and development phasing).

Site preparation and construction of infrastructure and buildings could result in periodic, temporary impacts to adjacent land uses over the assumed approximately 15 to 20-year redevelopment period. Construction-related impacts would include additional amounts of air pollution as a result of dust and emissions from construction equipment and vehicles; increased noise levels from construction activities; vibration associated with construction activities and vehicle movement; and, increased traffic associated with construction vehicles and construction workers. Although construction activities would occur incrementally over the approximately 15 to 20-year buildout of the site, such activities would move around the site and could result in temporary impacts to adjacent land uses when construction occurs near the boundary of the site, or in closest proximity to those adjacent uses.

As mentioned previously, there is limited existing development immediately surrounding the site. The closest development consists of the single family residences to the east and northeast of the site in the City of Woodway, and to the south and southeast in the City of Shoreline. Most of these residences are from approximately 750 to 1,000 feet from the site boundary, and are separated from the site by the 150 to 200-foot high undeveloped,

vegetated bluff. Therefore, construction impacts to these residences would be limited. However, about six homes located to the southeast of the site are within approximately 125 feet of the site boundary. The potential for construction impacts to these residences would be greater. There are also existing single and multifamily residences along Richmond Beach Drive NW and Richmond Beach Road, along which construction traffic would travel, that would be impacted by Point Wells construction traffic. Overall, construction-related impacts to off-site land uses would be temporary in nature and with implementation of the identified mitigation measures, significant adverse impacts would not be anticipated.

Because the site would be redeveloped in phases over the approximately 15 to 20-year buildout period, certain new mixed uses would be in operation while construction of the site is occurring. Construction impacts in the vicinity of these new uses would also result in temporary impacts associated with noise, air pollution, vibration, and traffic during the construction periods onsite (see Section 3.1, **Earth**, 3.2, **Air Quality**, 3.6, **Noise**, and 3.11 **Transportation**, and **Appendices C, D, G, and I** for details on construction impacts).

### **Displacement of Existing Uses**

The site contains a number of existing structures (storage tanks and assorted buildings) to support the existing industrial uses. These uses are primarily concentrated within the Lower Bench area onsite, and are associated with the existing marine fuel transfer and asphalt distribution activities. A small portion of the existing above-ground tanks are currently in use (11 of the 85 tanks). With the exception of the site's large deepwater pier, nearly all of the existing structures would be demolished and removed with proposed development under the redevelopment alternatives. One or both of the two existing bridges across the BNSF railroad tracks would be replaced with new bridge structures.

The site's existing industrial operations would be phased out with site development under the Alternatives 1 and 2, and approximately 13 employees would ultimately be displaced. Termination of the site's existing industrial operations would take approximately two to three years, which would provide time for relocation of these employees and use, as appropriate. According to the *Snohomish County 2012 Buildable Lands Report* (2013), there is adequate supply of commercial/industrial lands in the County and its Urban Growth Area (UGA) to satisfy employment growth targets for the next 20 years (see below under Transition in Land Use Patterns for details). Therefore, the existing industrial uses on the site could move to another industrially-zoned property in the County, or elsewhere in the region, that is potentially more suitable for these uses (e.g., that has fewer natural site constraints) (see Section 3.14, **Fiscal and Economic Impacts**, for details on the potential economic impacts of displacing the exiting industrial uses onsite).

### **Transition in Land Use Patterns**

Proposed development of the site under the Alternatives 1 and 2 would result in the creation of a new, dense, urban mixed-use neighborhood over the approximately 15 to 20-year buildout period. Redevelopment would represent conversion of a "brownfields area" and would be consistent with goals and policies of the Washington State

GMA and the Snohomish County Comprehensive Plan that call for urban development, encourage sustainable development, and seek to limit sprawl (see Section 3.8, **Relationship to Plans and Policies**, for details).

Under the Alternatives 1 and 2, the site would be converted from an industrial development to a new mixed-use neighborhood with residential, commercial/office, retail, public services, and open space uses, consistent with the Comprehensive Plan designation and zoning classification of the site (the Urban Center land use designation and zoning classification in place when applications were submitted in 2011 in the case of Alternative 1, and the current Urban Village land use designation and Planned Community Business zoning classification in the case of Alternative 2). Approval of the Proposed Actions would reduce the County's overall supply of industrial land. However, the *Final Docket XIII Comprehensive Plan Amendment – Paramount of Washington LLC Supplemental EIS* (2009) included an analysis of the transition of the site from industrial uses to a mix of residential, commercial, and retail uses. The EIS concluded that there was an adequate supply of industrial land to accommodate the forecasted growth over the next 20 years, and the County re-designated/rezoned the site to UC (the site was later re-designated UV and rezoned PCB). The *Snohomish County 2012 Buildable Lands Report* (2013) substantiated that there is adequate commercial/industrial land the County and its UGA to satisfy forecasted employment growth targets through 2025. Therefore, the reduction in the industrial land supply as a result of the Proposed Actions is not considered to be a significant impact.

Redevelopment at the site under Alternatives 1 and 2 would accommodate a diverse mix of uses, including substantial new housing and employment opportunities in a dense development pattern. Dense development could alleviate pressure for growth in outlying areas or at the fringe of the UGA. Growth in such outlying/fringe areas may be less efficient relative to the provision of services and utilities. Redevelopment of the site would accommodate a portion of the housing and employment growth targeted for Snohomish County; such redevelopment would consume less land than would lower density development and could be viewed as being more efficient from a land use perspective.

With proposed redevelopment, Point Wells would become a hub of new activity in the area and would foster a range of public amenities, including:

- A range of recreational resources;
- Gathering places and a new waterfront destination for area residents, employees, and visitors;
- A place to live, work, and play;
- A range of housing types; and,
- A range of new employment opportunities for the broader community.

The provision of a range of land uses and urban densities could result in potential land use impacts typical of urban development, including increased activity levels and potential land use incompatibilities. However, features would be included in the project (e.g., site design, landscaping, roadway improvements, etc.), and adherence to applicable development

regulations (e.g., height/bulk/scale restrictions) would minimize the potential impacts to both on-site and surrounding uses.

## Alternative 1 – Urban Center Alternative

Alternative 1 would represent the denser redevelopment alternative, with approximately 3,081,000 sq. ft. of new residential building space, 32,262 sq. ft. of commercial/office space (including space for police and fire facilities), and 94,300 sq. ft. of retail space at full buildout. A total of 3,081 residential units would be constructed. New public parks, trails, and habitat restoration areas would also be provided. **Table 2-2** shows the proposed land uses onsite and **Figure 2-6** the site plan under Alternative 1 at buildout in 2035.

The type, character, and pattern of land uses on the site would change substantially from an aging, underused industrial area to a dense urban development featuring a broad range of uses and site amenities, with public access and connections to the surrounding community. This change in land use character would be consistent with the Urban Center land use designation and zoning classification of the site at the time applications were submitted in 2011.

### **Conversion of Land Uses**

The transition of the site from an underused industrial area to a new mixed-use development would occur over the approximately 15 to 20-year buildout period. With redevelopment under Alternative 1, the existing largely built-out, paved site would be converted to approximately 14 acres of building and roadway areas and 35 acres of open space areas.

Interspersed among the mixed uses would be various public parks, trails, and habitat restoration areas that would provide open space, recreational opportunities, waterfront access, and pedestrian/bicycle connections throughout the site and to surrounding neighborhoods. Approximately 35 acres of open space uses would be provided in various forms, including landscaped area, parks, natural/wooded area, and critical areas and their buffers.

A majority of the shoreline area onsite that is currently inaccessible to the public would be transformed into public parks, trails, and habitat restoration areas that would provide access and recreational opportunities. These new shoreline features would not only provide a range of recreation and access opportunities for site residents and employees, but could also represent a regional recreational destination (see Section 3.12, **Public Services**, for details on parks and recreation areas). Proposed shoreline features would include new habitat area and restoration of the natural shoreline. All redevelopment within the shoreline area is intended to be consistent with applicable provisions of the Snohomish County Shoreline Master Program (SMP) (see Section 3.8, **Relationship to Plans and Policies**, for details). A Shoreline Substantial Development Permit application was submitted to the County in 2011 for proposed development within the shoreline area. Alternative 1 would be subject to the SMP in effect at that time.

Newly developed and improved infrastructure would provide vehicular access to the site. Access to the site would continue to be provided from Richmond Beach Drive NW. A new internal roadway system would be constructed throughout the site, including a new replacement bridge over the BNSF railroad tracks. A pedestrian bridge open to the public is also proposed to span the BNSF railroad line. Substantial improvements to the Richmond Beach Drive/Richmond Beach Road corridor would also be made. As secondary access could also be provided to the site from the east (see **Chapter 2** and Section 3.11, **Transportation**, for details).

Development under Alternative 1 would create new employment and residential opportunities, and would accommodate approximately 344 employees and 5,669 residents. The increase in on-site population (employees and residents) would result in associated increases in demand for transportation facilities, public services, and utilities (see Section 3.11, **Transportation**, Section 3.12, **Public Services**, and Section 3.13, **Utilities**, for details).

### **Relationship to Surrounding Uses**

The relationship of the proposed redevelopment under Alternative 1 to surrounding uses would primarily be a function of the intensity of the proposed uses (such as the types of uses, density of the development, and levels of activity associated with the development), the intensity of surrounding uses, the proximity of new uses to surrounding uses, and the existing and proposed buffers/separation between proposed uses and surrounding uses.

The proposed mixed of land uses under Alternative 1 would be less intensive than the industrial uses that are currently present onsite. However, the level of proposed development would be more intense than the existing onsite use (which is not currently maximized). Proposed development would be more intense than surrounding land uses in the vicinity of the site (e.g., the single family residences in Woodway and Shoreline to east and south).

Activity levels (i.e. noise, traffic, etc.) on the site would increase as a result of development under Alternative 1 due to the increase in density and associated on-site population (residents and employees) and visitors. The increase in on-site population would result in increased activity levels, including pedestrian activity and vehicular traffic travelling to and from the site. Vehicle access to the site would continue to be provided by Richmond Beach Drive NW and activity levels and vehicle traffic noise on this and other roadways in the area (e.g., Richmond Beach Road NW and Richmond Beach Drive NW) would increase with redevelopment under Alternative 1. Major improvements to these roadways are proposed with proposed redevelopment which would help to address the additional activity levels on these roadways. In addition, a secondary access route could be provided for the site to meet Snohomish County Engineering and Development Standards (EDDS 3-01(B)(5)). Three potential routes have been identified that could serve the Point Wells site, including Route 1 – 238<sup>th</sup> Street SW Extension, Route 2 – 116<sup>th</sup> Avenue W Extension, and Route 2A – Variation of Route 2. All of these potential routes would connect with existing roadways to the west of the site within Woodway and would also result in increased activity levels and

vehicle traffic noise within those areas (see Section 3.11, **Transportation**, and **Appendix I** for details).

In general, activity levels on the site with proposed redevelopment under Alternative 1 would be greater than with the existing industrial uses onsite due to the increase in employees, residents, and visitors. However, the new activity would be minimized -- particularly vehicular traffic onsite -- with the proposed pedestrian-oriented development (e.g., the majority of parking located under buildings and the provision of trails/sidewalks). The proposed open space areas, including parks, landscaping, and habitat restoration areas onsite would also minimize impacts to adjacent land uses.

A more detailed discussion of the relationship of redevelopment onsite under Alternative 1 to surrounding uses is provided below (see Section 3.9, **Aesthetics**, for information on potential visual character and view impacts).

**East of the Site:** (northeast, east and southeast of the Upper Bench area) existing uses in this area consist of single-family residential uses in the Town of Woodway and City Shoreline. Most of these residences are situated approximately 750 to 1,000 feet from the Point site boundary, and are separated from the site by the 150 to 200-foot high undeveloped, vegetated bluff. However, about six residences located to the southeast of the site are within approximately 125 feet of the site boundary, with less topographic separation from the site.

Proposed mixed-use development onsite under Alternative 1 would be substantially denser than existing development to the east. Activity levels generated by the proposed uses and the potential secondary access roadway would also be greater than under existing conditions. Impacts to the uses to the east from increased density and activity levels onsite would generally be limited as a result of the intervening distance, topography, and vegetation, and the proposed design of the project. Impacts to uses to the east/southeast of the site would be addressed through the implementation of design standards to minimize design incompatibilities and potential land use impacts with surrounding uses.

**North, West, and South of the Site:** existing uses in this area consist of Puget Sound and the BNSF railroad. Proposed development under Alternative 1 would not impact uses in these areas.

The BNSF railroad line passes through the central portion of the site. Alternative 1 would include a transit center adjacent to the BNSF rail line. The transit center could incorporate a commuter rail station to provide direct future access to Sounder rail service on the BNSF rail line, and serve as a connection point to Sound Transit service in the area. In the short-term, proposed development under Alternative 1 would not impact operation of the rail line; in the long-term, provision of the transit center with a potential commuter rail station could increase usage of the rail line and activity levels onsite.

Noise from BNSF railroad operations could impact on-site uses located near to the rail line. Proper design and placement of residential buildings closest to the BNSF rail line would help address the noise impacts from train operations. Alternative 1 would also include a parking structure or acoustical barrier to reduce noise levels for residential units on lower floors of the buildings closest to the rail line (see Section 3.6, **Noise**, for details).

### **Building Height/Bulk/Scale**

Existing structures on the site (i.e., above-ground tanks) are up to approximately 144 feet in diameter and at least 45 feet high. Buildings in the site vicinity (to the northeast, east, and southeast) are mainly low-rise, one to three-story single family residential structures that vary in size.

A total of 45 buildings would be constructed under Alternative 1. The maximum building height would be 17 stories/170 feet. The tallest new buildings would be higher than the existing buildings onsite and in the site vicinity; the bulk and scale of the proposed development would be greater than existing development onsite and in the surrounding area as well (see **Table 3.7-1**). The height, bulk, and scale of new development would vary throughout the site. The tallest buildings (16 to 17-story) would be developed in the eastern portion of the Lower Bench area (in the proposed North, Central, and South Villages), with mid-rise (5-9 story) and low-rise (2-4 story) buildings stepping down towards Puget Sound. Buildings in the Upper Bench area (in the proposed Urban Plaza) would be a maximum of 14 stories. While proposed building height/bulk/scale would be greater than adjacent buildings to the east, the on-site buildings would typically be separated from the off-site buildings by the undeveloped 150 to 220-foot high, forested bluff that would serve as a buffer area. And, the tallest on-site buildings would be located on the Lower Bench, further from the off-site development to the east, with the additional separation provided by the BNSF railroad line.

The potential for impacts to the six residences to the southeast would be the greatest as they are the closest to the site (within approximately 125 feet of the site boundary). Under Alternative 1, the nearest buildings to these residences would be building UP-Podium 1, UP-Podium 2 and UP-T4. UP-Podium 1 and UP-Podium 2 would be approximately 53 feet from the south site boundary and 30 feet from the east site boundary and would be two stories/20 feet high; UP-T4 would be approximately 45 feet from the south and east site boundary and would be eight stories/80 feet high (see **Figure 2-6**, Site Plan – Alternative 1). Height/bulk/scale impacts would be further minimized by the proposed open space and landscaping that would be provided onsite (see **Figure 2-12** and **Figure 2-13**). As a result, significant height/bulk/scale impacts are not anticipated. (See Section 3.9, **Aesthetics**, for a discussion of potential visual character and view impacts.)

**Table 3.7-1  
BUILDING HEIGHT/BULK/SCALE– ALTERNATIVES 1 & 2**

Site Area	Alternative 1 - Number of Stories	Alternative 2 – Number of Stories	Alternative 1 & 2 Floor Plates
Urban Plaza	8 to 14 stories	7 to 13 stories	5,585 – 6,190 SF
North Village	2 to 17 stories	2 to 14 stories	6,040 – 12,700 SF
Central Village	2 to 16 stories	2 to 12 stories	6,215 – 10,850 SF
South Village	2 to 16 stories	2 to 12 stories	4,555 – 7,950 SF

*Source: Perkins + Will, 2011.*

### *90-Foot Building Height Scenario*

For analysis purposes, a 90-foot building height scenario is also included in this DEIS (Scenario B), which represents the base building height that is permitted under the version of SCC 30.34A.040 that was in place at the time that complete applications for the project were submitted in 2011 (see **Chapter 2** for details). Development under this scenario would feature the same land use breakdown, and building and infrastructure layout as Alternative 1, with the primary difference being that buildings would be a maximum of 90 feet tall (versus 170 feet under Alternative 1), and some of the residential unit sizes would be smaller within the buildings. **Table 2-5** provides a breakdown of the heights of individual buildings under this scenario. As shown in **Table 2-5**, over half of the buildings (25 of the 45 buildings) would be taller than under Alternative 1. Under the 90-Foot Height Scenario, 90-foot tall buildings would be located throughout the site and approximately 85 percent of all buildings on the site would be 90 feet tall. This would result in a more homogenous height/bulk/scale of buildings across the site than under Alternative 1. It is anticipated that land use impacts under this scenario would be similar to or less than Alternative 1 due to the similar land use breakdown/site layout and lower maximum building heights (see Section 3.9, **Aesthetics**, for a discussion of potential view impacts under the 90-Foot Building Height Scenario).

### **Relationship to Existing Onsite Uses**

It is assumed that all of the existing industrial uses onsite would be discontinued with proposed redevelopment of the site under Alternative 1. Therefore, there would be no impacts from the new development on existing on-site uses.

### **Indirect Impacts**

Redevelopment of the site under Alternative 1 would contribute to the cumulative residential and employment growth in Snohomish County and in the site area. An increase in on-site population (residents, employees, and visitors) would also contribute to a cumulative increase in vehicular traffic on surrounding roads. The increase in population could also result in an increased demand for goods and services. It is likely that a majority of this demand would be fulfilled by commercial/retail uses on the site, although a portion of this demand could also be fulfilled by businesses in the vicinity of the site (including in the Cities of Shoreline and Edmonds).

To the extent that area property owners perceive an opportunity for development based, in part, on the new population associated with redevelopment of site, some new development in the area could be indirectly generated. Any development in the area generated indirectly by development of the site would likely occur incrementally over time. New development in the site vicinity would be controlled by existing zoning and comprehensive plan regulations. As a result, significant indirect/cumulative impacts to land uses in the area are not anticipated.

## Alternative 2 – Urban Village Alternative

Alternative 2 represents a less dense redevelopment alternative, with approximately 2,600,000 sq. ft. of residential uses and 2,600 residential units (compared with 3,081,000 sq. ft. and 3,081 residential units under Alternative 1). Proposed commercial/office and retail development on the site would be the same as Alternative 1, and would include a mix of commercial space and public facilities. New public parks, trails, and habitat restoration areas would also be provided. **Table 2-2** shows the proposed land uses onsite and **Figure 2-22** the proposed site plan under Alternative 2 at buildout in 2035.

Similar to Alternative 1, the type, character, and pattern of land uses on the site would change substantially from an aging, underused industrial area to a dense urban development featuring a broad range of uses and site amenities with public access and connections to the surrounding community. This change in land use character would be consistent with current the Urban Village land use designation and Planned Community Business zoning classification of the site.

In general, redevelopment under Alternative 2 would be similar (e.g., the layout would be the same), but less dense than under Alternative 1. The primary differences would relate to the number of residential units (2,600 units under Alternative 2 versus 3,081 units under Alternative 1) and the maximum building height (140 feet under Alternative 2 versus 170 feet under Alternative 1).

### **Conversion of Land Uses**

Over the approximately 15 to 20-year buildout period, redevelopment under Alternative 2 would change the type, character, and pattern of land uses on the site to a similar but less dense mixed-use development than under Alternative 1. Conversion of site uses under Alternative 2 would result in the same breakdown of built area and natural/landscaped area on the site as under Alternative 1.

In general, redevelopment under Alternative 2 would create new opportunities for employment and residences, and would accommodate approximately 344 employees (the same as Alternative 1) and 4,784 residents (compared to 5,669 residents Alternative 1). Similar but somewhat less than Alternative 1, the increase in on-site population (residents and employees) and visitors would result in an associated increase in activity levels onsite and in the site vicinity, largely due to increased vehicular traffic on area roads.

### **Relationship to Surrounding Uses**

The relationship of the Point Wells redevelopment under Alternative 2 to surrounding uses would be a function of the intensity of the new uses, the intensity of surrounding uses, the proximity of new uses to surrounding uses, and the provisions of buffers between new uses and surrounding uses, generally as described for Alternative 1.

The proposed land uses onsite under Alternative 2 would be similar to under Alternative 1, except there would be fewer residential units. As a result, activity levels and potential impacts to surrounding uses would be somewhat less than under Alternative 1.

**East of the Site:** consists of single-family residential, uses in the Town of Woodway and City of Shoreline). Most of these residences are from approximately 750 to 1,000 feet from the site boundary, and are separated from the site by the 150 to 200-foot high undeveloped, vegetated bluff. However, about six residences located to the southeast of the site are within approximately 125 feet of the site boundary.

As with Alternative 1, development on the Point Wells site would include a mix of uses (residential, commercial/office, retail, and public services) that would represent an increase in density compared to existing uses onsite and offsite to the east. Activity levels would be greater than existing conditions as well due to more employees, residents, and visitors, as well as the development of the secondary access roadway; however, the increase in activity levels would be less than under Alternative 1.

**North, West, and South of the Site:** consist of Puget Sound and railroad uses. As under Alternative 1, proposed redevelopment under Alternative 2 would not impact uses in these areas.

The BNSF railroad line passes through the central portion of the site. Alternative 2 would not include a transit center adjacent to the BNSF rail line that could include a commuter rail station. As a result, there would be no increase in activity levels onsite from a transit center.

Similar to Alternative 1, noise from BNSF railroad operations could impact on-site uses located near to the rail line. Proper design and placement of residential buildings closest to the BNSF rail line would help address the noise impacts from train operations. An acoustical barrier/parking structure would also be provided under Alternative 2 to reduce noise levels for residential units on lower floors of the buildings closest to the rail line (see Section 3.6, **Noise**, for details).

### **Building Height/Bulk/Scale**

Existing buildings on the site and in the vicinity are mainly low-rise, one to three-story structures that vary in size; the largest structures onsite are above ground tanks that are up to 144 feet in diameter, and 45 feet high.

Proposed redevelopment on the site under Alternative 2 would add new buildings to a maximum building height of 14 stories/140 feet (versus 17 stories/170 feet under

Alternative 1). The tallest new buildings would be higher than the existing buildings onsite and in the site vicinity; the bulk and scale of the proposed development would be greater than existing development onsite and in the surrounding area as well, but less than under Alternative 1 (see **Table 3.7-1**). Similar to Alternative 1, while the height/bulk/scale of proposed buildings would be greater than adjacent buildings to the east, the on-site buildings would typically be separated from the off-site buildings by the undeveloped 150 to 220-foot high, forested bluff that would serve as a buffer area. In addition, the tallest on-site buildings would be located on the Lower Bench, further from the off-site development to the east, with additional separation provided by the BNSF railroad line. The potential for impacts to the six residences to the southeast would be the greatest as they are the closest to the site (within approximately 125 feet of the site boundary). Under Alternative 2, the nearest buildings to these residences would be building UP-Podium 1, UP-Podium 2 and UP-T4. UP-Podium 1 and UP-Podium 2 would be approximately 53 feet from the south site boundary and 30 feet from the east site boundary and would be two stories/20 feet high; UP-T4 would be approximately 45 feet from the south and east site boundary and would be seven stories/70 feet high (see **Figure 2-22**, Site Plan – Alternative 2). Height/bulk/scale impacts would be further minimized by the proposed open space and landscaping that would be provided onsite. As a result, significant height/bulk/scale impacts are not anticipated. (See Section 3.9, **Aesthetics**, for a discussion of potential view impacts.)

### **Indirect Impacts**

Redevelopment on the site under Alternative 2 would contribute to the cumulative residential and employment growth, and intensification of land uses in Snohomish County and the site area, similar, although somewhat less than described for Alternative 1. The potential for area property owners to perceive an opportunity for development based on new residents, employees, and visitors under Alternative 2 would be similar to that under Alternative 1, and some new development in the area could be indirectly generated.

### **No Action Alternative**

#### **Scenario A – Continuation of Existing Conditions**

Under No Action Scenario A, no redevelopment would occur onsite at this time. Existing industrial uses would continue as at present (see **Table 2-6** for a summary of industrial operations under No Action Scenario A). This would be considered a continuation of nonconforming land uses per SCC 30.28.072, since the uses were legally established prior to the effective date of applicable County land use regulations (i.e., the current County FLUM and zoning map), but no longer conform to the applicable regulations.

The existing buildings/structures and infrastructure would continue to age and degrade over time. The existing land uses and site coverage would remain as described under existing conditions. The site could develop in the future in accordance with the site's current UV land use designation and PCB zoning classification.

### **Scenario B – Intensification of Existing Industrial Conditions**

Under No Action Scenario B, no redevelopment would occur onsite at this time. Existing industrial uses would intensify into existing currently underused facilities onsite, and are assumed to include an increase in asphalt operations, marine fueling operations, and light fuel storage/distribution (see **Table 2-6** for a summary of industrial operations under No Action Scenario B). Similar to No Action Scenario A, these would be considered a continuation of legally-established non-conforming land uses. Since no changes to the existing structures are proposed, there would be no changes in height/bulk/scale impacts on surrounding uses. However, increased operations in underused facilities would result in increased activity levels on the site associated with increased industrial operations and additional truck traffic traveling to and from the site (see Section 3.11, **Transportation**, for details). Increased operations would also result in additional noise and air emissions associated with the asphalt and fuel operations (see Section 3.2, **Air Quality**, and Section 3.6, **Noise**, for details). Activity levels, noise and air emissions under No Action Scenario B would represent an increase when compared to existing conditions/No Action Scenario A, but would be lower than under Alternatives 1 and 2.

#### 3.7.3 Mitigation Measures

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##### Required/Proposed Mitigation Measures

The following “required/proposed” mitigation measures have been incorporated into the proposal; additional “other possible” mitigation measures are identified that could further minimize the potential for land use impacts.

##### **Prior to and During Construction**

- Redevelopment would be phased over time, generally consistent with the proposed phasing plan and market demand.
- Proposed development would include less built area and more landscaped/natural areas than under existing conditions. Approximately 21.5 acres of the upland area onsite (44 percent) would be covered in natural/landscaped areas.
- Approximately 57 percent of the site would be retained in some form of open space area, including approximately 35 acres of plazas/sidewalks/trails/boardwalk, landscaping and other open space areas.
- A majority of the shoreline area onsite that is currently inaccessible to the public would be transformed into public parks, trails, and habitat restoration areas that would provide access and recreational opportunities.
- Additional mitigation measures would be provided to minimize overall impacts from construction at the site (see Section 3.1, **Earth**; Section 3.2, **Air Quality**; Section 3.6, **Noise**, and Section 3.11, **Transportation**).

### **During Operation**

- Proposed redevelopment would occur consistent with adopted standards, regulations and design guidelines for the site.
- Residential buildings closest to the BNSF rail line would be placed and designed to address noise impacts from train operation. A parking structure or acoustical barrier would also be provided to reduce noise levels for residential units on lower floors of the buildings closest to the rail line (see Section 3.6, **Noise**, for details).
- Additional mitigation measures would be provided to minimize the overall impacts from operation of the development (see Section 3.6, **Noise**, Section 3.9, **Aesthetics/Light and Glare**, Section 3.11, **Transportation**, and Section 3.12, **Public Services**).

### Other Possible Mitigation Measures

- Additional development standards, regulations and design guidelines could be established as part of a Development Agreement.

### 3.7.4 Significant Unavoidable Adverse Impacts

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Development under Alternatives 1 and 2 would convert the site from its existing industrial use to a new mixed-use development, resulting in an intensification of uses onsite and an associated increase in onsite activity levels. It is assumed that proposed redevelopment would occur consistent with adopted standards, regulations, and design guidelines for the site. With the implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse land use impacts would be anticipated.

## 3.8 RELATIONSHIP TO PLANS AND POLICIES

To Be Provided

### 3.9 AESTHETICS/LIGHT AND GLARE

This section of the DEIS describes the existing aesthetic and light and glare conditions on and in the vicinity of the Point Wells site. Potential impacts from development of the EIS Alternatives are evaluated and mitigation measures identified. The visual analysis for this section is based on visual simulations prepared by Perkins + Will (April, 2015).

#### 3.9.1 Affected Environment

##### Methodology

##### Visual Character

For the aesthetics analysis in this DEIS, the visual character of an area consists of the unique and important aesthetic features that comprise the visual landscape. Both natural and built features combine to define a location's visual character, including natural resources (topography, vegetation, geologic formations, wetlands, rivers, and other water resources), view corridors, vistas, parks, and landmark structures/districts.

##### Views

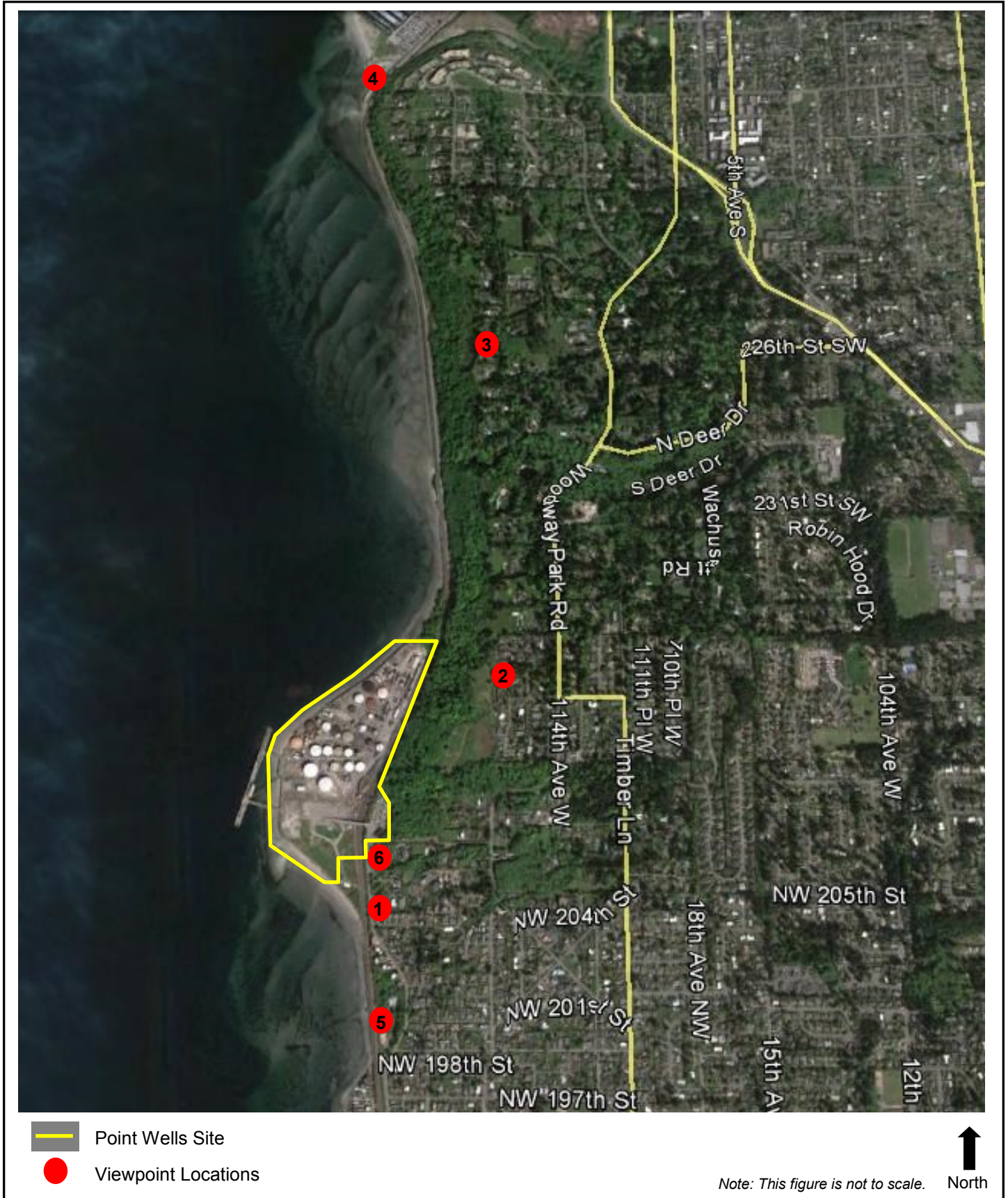
A visual analysis was prepared for this DEIS based on photographs of the site from selected viewpoints and photo simulations of proposed development from these viewpoints. The identification of viewpoints for the visual analysis considered several factors, including the primary viewer groups in the area and the potential for viewer groups to view the proposed site redevelopment. The primary viewer groups in the area include residents to the immediate east and south of the site, and motorists on Richmond Beach Drive to the south of the site. Accordingly, approximately 43 photographs were taken from areas surrounding the site, representing seven separate viewpoints to the site. From this inventory, six of the viewpoints were selected as being most representative of area viewpoints and/or were determined to have the greatest potential for site redevelopment to change the character of the view. These viewpoints are listed in **Table 3.9-1** and shown on **Figure 3.9-1**.

**Table 3.9-1  
VIEWPOINT LOCATIONS**

Viewpoint	Description
Viewpoint 1	View from 20420 Richmond Beach Drive, Shoreline
Viewpoint 2	View from western terminus of 238 <sup>th</sup> Street SW, Woodway
Viewpoint 3	View from edge of bluff at 22440 Dogwood Lane, Woodway
Viewpoint 4	View from edge of Marina Beach Park, Edmonds
Viewpoint 5	View from Kayu Kayu Park, Shoreline
Viewpoint 6	View from the End of Richmond Beach Drive, Shoreline

Source: Perkins + Will Associates, 2015.

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Source: Google Earth and EA Engineering, 2015.

**Figure 3.9-1**  
Viewpoint Location Map

Based on these viewpoints, photo simulations of site redevelopment under the EIS Alternatives were prepared to represent massing based on proposed building elevations, locations, and heights.

The visual analysis presented in this DEIS includes figures that incorporate the following:

- Photographs illustrating the existing visual condition as viewed from the respective viewpoints.
- Simulations of building massing envelopes representing the extent of building massing visible from the respective viewpoint, consistent with assumed total building square footage, setbacks, and maximum heights. The building massing envelopes represent vertical extensions of the building footprints illustrated in **Figure 2-6**, Site Plan – Alternative 1 and **Figure 2-22**, Site Plan – Alternative 2 in **Chapter 2** of this DEIS, and are intended to represent the general bulk and scale of proposed development.

## Aesthetics

### **Site Visual Character**

The site is located in the southwestern corner of Snohomish County and is situated on the shoreline of Puget Sound. The visual character of the site is influenced by the site's location on the Sound, the site and vicinity topography, and the existing, aging industrial buildings/structures onsite (see **Figure 2-5** in **Chapter 2** of this DEIS for a map of existing site conditions and **Figures 3.9-2** through **3.9-7** later in this section for photographs of existing conditions onsite).

The site is generally level. The site's Lower Bench, which sits adjacent to and east of Puget Sound, is about 10 to 20 feet above sea level behind a seawall/bulkhead. The Upper Bench is about 50 feet higher in elevation than the Lower Bench. An approximately 150 to 220 foot high bluff adjoins the Upper Bench offsite to the east.

Minimal vegetation is currently present onsite due to the site's long-term industrial use. Most of the site's limited vegetation is located adjacent to the off-site steep slope along the eastern edge of the site's Upper Bench. Portions of several streams are located on and adjacent to the site, including "Chevron Creek" and "South Creek". These streams are currently channeled through ditches and conveyance systems onsite.

The site is divided by the BNSF railroad line that passes north/south through the site. The smaller, eastern Upper Bench and larger, western Lower Bench have somewhat different aesthetic environments. The Upper Bench is primarily characterized by its built environment, consisting of large paved areas that are used for parking and access to the site. A single-story structure is located along the eastern edge of this area. Two existing wood-framed bridges span the BNSF railroad line and connect the Upper Bench to the Lower Bench.

The aesthetic environment of the Lower Bench is also largely characterized by its built environment, consisting of existing, aging industrial buildings and structures. This area currently contains more than 24 existing buildings and assorted structures, as well as over 85 above-ground storage tanks. Existing buildings are typically single-story, office or warehouse/storage buildings and are located throughout this portion of the site. The existing above-ground storage tanks range in size, with the largest being approximately 144 feet in diameter and approximately 45 feet high; a substantial number of the other storage tanks are at least 114 feet in diameter at 30 feet high. The majority of these tanks are located in the central and northern portion of the Lower Bench, in conjunction with current petroleum storage, processing and distribution activities. An approximately 1,050-foot long, 60-foot wide deepwater dock is located along the western edge of the Lower Bench. A smaller, deteriorating wooden pier and dolphin are located to the north of the deepwater dock.

Panoramic views of Puget Sound, and the Kitsap Peninsula and Olympic Mountains beyond, are possible from the site.

Several of the structures onsite are considered historic because they are at least 50 years old. However, due to diminished integrity of design, setting, materials, and workmanship resulting from changes to the structures and their surroundings over the years, these historic structures may not meet eligibility criteria for listing on the National Register of Historic Places (see Section 3.10, **Historic and Cultural Resources**, and **Appendix H** for details).

### **Surrounding Area Visual Character**

The visual character the surrounding area is characterized by its location on the Sound, the area topography, and the primarily single family residential development. The areas to the north and west of the site are dominated by the shoreline and waters of Puget Sound. The BNSF railroad line and forested areas also distinguish the area to the north. To the west, beyond Puget Sound, the Kitsap Peninsula and Olympic Mountains are visible at a great distance. The visual character to the east of the site consists of forested, bluff areas immediately adjacent to the site boundary. Single family, primarily two- to three-story residences are located further to the east in the Town of Woodway and feature views of Puget Sound and beyond. The area to the south and southeast of the site is primarily characterized by single family residences in the Town of Woodway and the City of Shoreline. The majority of these residences are two- to three stories and feature views of Puget Sound and beyond. The BNSF railroad line and Kayu Kayu Ac Park are located to the south of the site.

### **Views**

Views of the site are primarily available from elevated residential areas to the east and south of the site, as well as a portion of Richmond Beach Drive. An existing, forested bluff along the eastern edge of the site limits a portion of the potential views towards the site

from residences in the Town of Woodway. However, the site can be viewed from certain residences to the south and southeast within the Town of Woodway and the City of Shoreline. Views of the site from the surrounding roadways (i.e., Richmond Beach Drive) are also limited to areas immediately adjacent to the site due to the alignment of the roadway and the location of existing houses and trees along the roadway. The primary views of the site from Richmond Beach Drive are from immediately south of Kayu Kayu Ac Park and near the intersection of Richmond Beach Drive and NW 205<sup>th</sup> Street. In addition, due to the site's location along the shoreline of Puget Sound, the site is visible from boats/watercraft in Puget Sound, as well as at a great distance from areas on the west side of Puget Sound near the City of Kingston.

Descriptions of the existing views to the site from the identified viewpoints are provided below.

#### Viewpoint 1 - 20420 Richmond Beach Drive

From Viewpoint 1, the existing view includes Puget Sound in the foreground and mid-ground, and Kingston, Appletree Cove, and the Olympic Mountains in the background. The existing aboveground storage tanks and other industrial structures onsite are also visible. These cranes, storage containers, single-story office buildings, and equipment are associated with asphalt storage and distribution. The existing wooden deepwater dock is also visible from this viewpoint (See **Figure 3.9-2**).

#### Viewpoint 2 - Western Terminus of 238<sup>th</sup> Street SW

From Viewpoint 2, the foreground includes the end of the roadway, as well as a chainlink fence, and a power utility pole. The mid-ground includes a heavily vegetated area with large trees that block much of the view. Puget Sound and the Olympic Mountain range is slightly visible in the background in some areas. Trees in the mid-ground are deciduous, and the viewpoint would likely provide some views of the Puget Sound and beyond when the trees do not have leaves. However branches and any evergreen vegetation would still partially obstruct the views (see **Figure 3.9-3**).

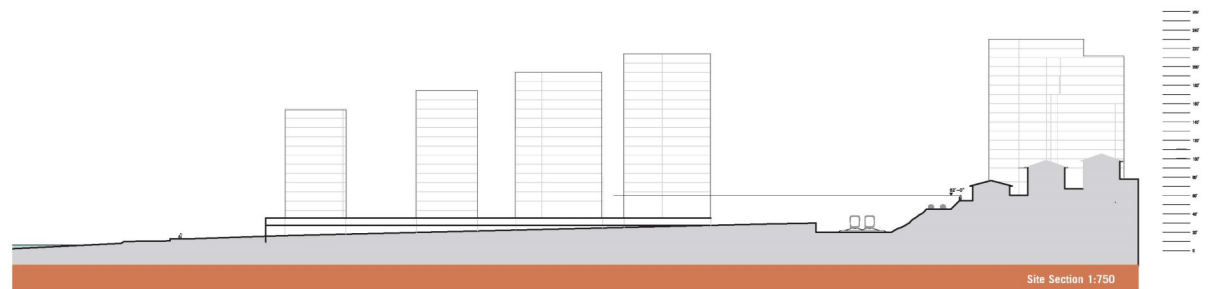
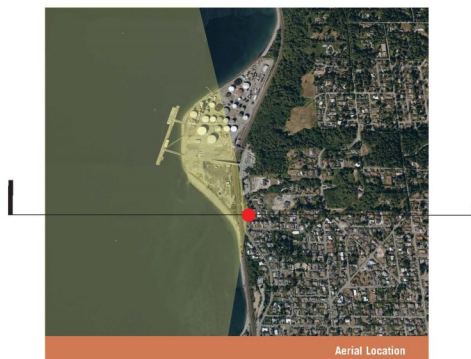
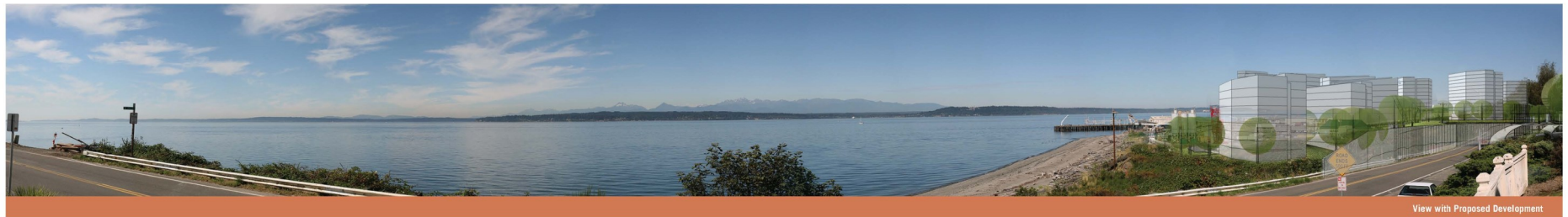
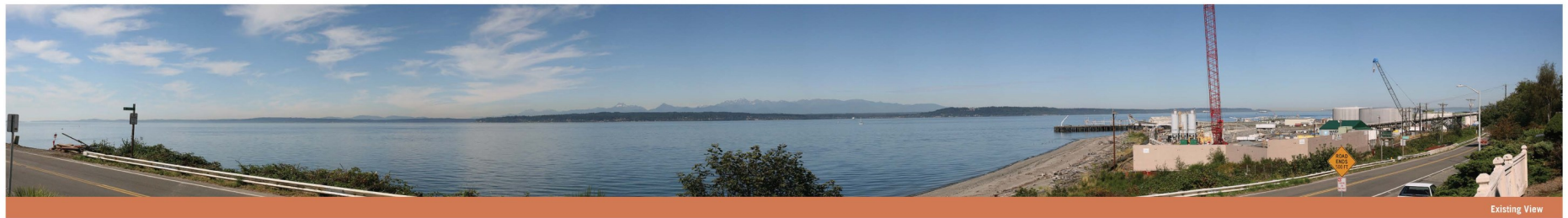
#### Viewpoint 3 - Edge of Bluff at 22440 Dogwood Lane

From Viewpoint 3, the existing view includes existing forested vegetation on the hill slope in the foreground. The site is visible in the mid-ground; the deepwater dock and aboveground storage tanks can be seen, as well as single-story structures and industrial facilities. The mid-ground also includes a dead snag tree and Puget Sound. In the background of the viewpoint are Kingston, Appletree Cove, and the Olympic Mountains (see **Figure 3.9-4**).

#### Viewpoint 4 - Edge of Marina Beach Park

From Viewpoint 4, the existing view includes the rocky shoreline in the foreground. In the mid-ground are Puget Sound along the right side of the view and the BNSF railroad tracks along the left side of the view. The site is visible in the mid-ground, most notably the larger aboveground storage tanks and the deepwater dock. In the background, land can be seen

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Source: Perkins+Will, 2015.

**Figure 3.9-2**

Viewpoint 1—View from 20420 Richmond Beach Drive, Shoreline

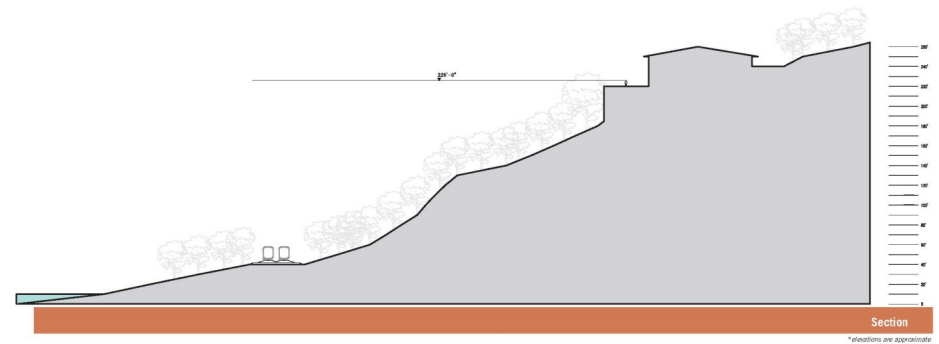
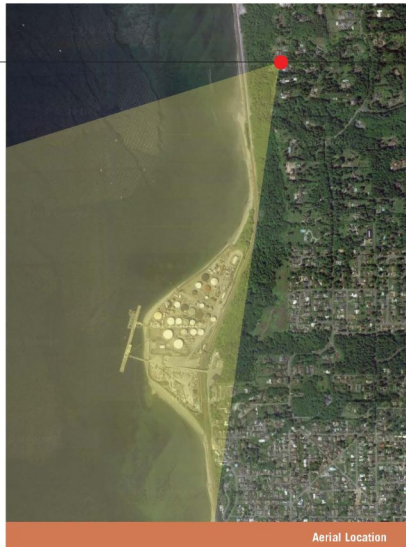
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Source: Perkins+Will, 2015.

**Figure 3.9-3**  
Viewpoint 2—View from western terminus of 238<sup>th</sup> Street SW, Woodway: Alternative 1

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Source: Perkins+Will, 2015.



**Figure 3.9-4**

Viewpoint 3—View from edge of bluff at 22440 Dogwood Lane, Woodway : Alternative 1

above Puget Sound, which is likely Bainbridge Island and surrounding areas. In the right of the background, the hillslope above the site and existing vegetation along a hillslope above the railroad track is also visible (see **Figure 3.9-5**).

#### **Viewpoint 5 - Kayu Kayu Park**

From Viewpoint 5, the existing view includes the BNSF railroad tracks, and a playground and park in the foreground. The park is landscaped with trees and a lawn, and the playground includes a metal play structure. The mid-ground includes a vegetated hillside and residence on the right side of the view, with Puget Sound and the site on the left side of the view. The site includes large aboveground storage tanks, the deepwater dock, and single-story buildings. In the background, Kingston and the areas north of Kingston can be seen across the Sound (see **Figure 3.9-6**).

#### **Viewpoint 6 - End of Richmond Beach Drive**

From Viewpoint 6, the existing view includes single family residences and landscaping in the foreground. Heavier, primarily coniferous vegetation is visible along the right and left sides of the view. The site is visible in the mid-ground, including cranes, industrial facilities and the deepwater dock. Puget Sound, Kingston, and the Olympic Mountains can be seen in the background (see **Figure 3.9-7**).

### **Light and Glare**

#### **Site Light and Glare**

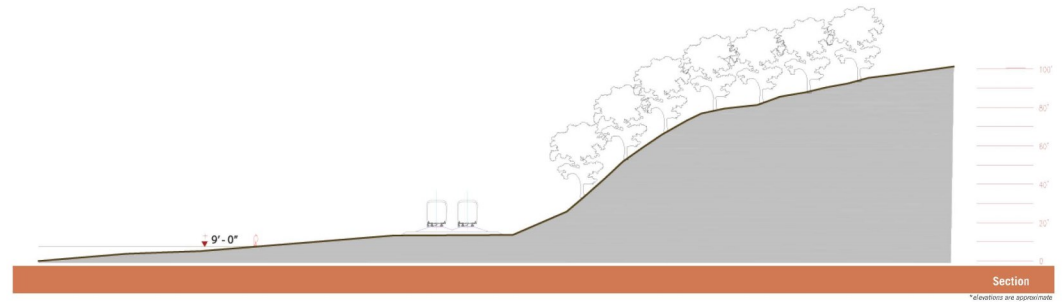
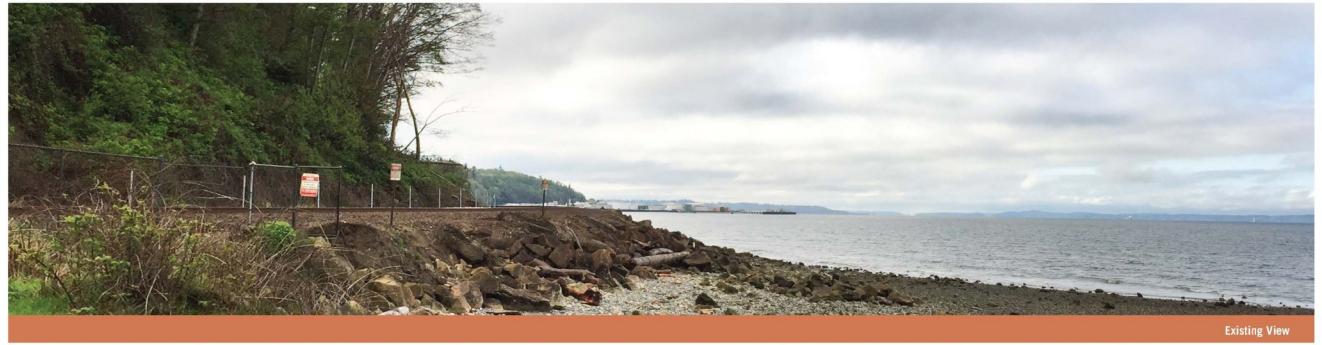
Current lighting conditions on the site are produced by the existing industrial development. Existing sources of light onsite primarily include interior and exterior building lighting, as well as pole-mounted lighting along certain perimeter and internal portions of the site for safety and security purposes. Vehicles travelling to and from the site are also a source of light in the site vicinity. When viewed from surrounding areas, existing nighttime lighting on the site is generally similar to the surrounding areas and is consistent with the suburban/urban development pattern of the area.

Existing buildings and vehicles traveling to/from the site currently generate limited amounts of glare.

#### **Surrounding Area Light and Glare**

Existing light and glare conditions to the south and east of the site are typical of a suburban/urban residential area. Existing sources of light in the site vicinity primarily include interior and exterior building lighting, pole-mounted street lighting, pedestrian-scale lighting, landscape lighting, and vehicle headlights. The areas to the north and west of the site is comprised of Puget Sound and contain minimal light sources; however, existing lighting in the City of Kingston and Kitsap Peninsula area is visible at a great distance from the site and surrounding area.

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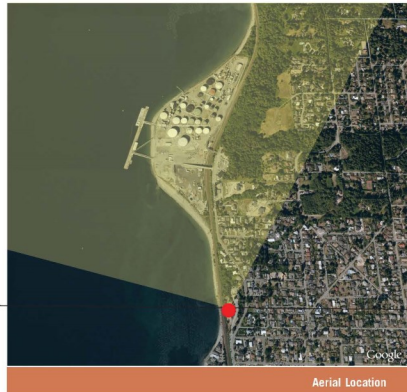


Source: Perkins+Will, 2015.

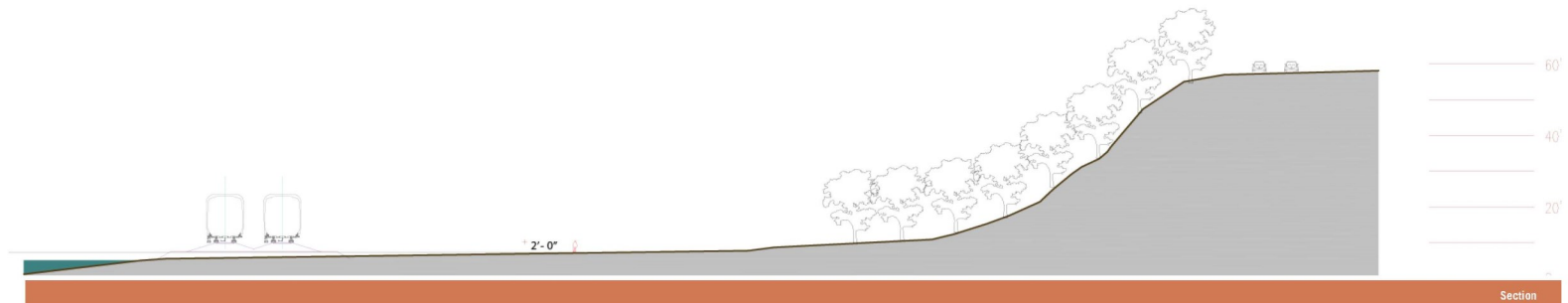
**Figure 3.9-5**

Viewpoint 4—View from edge of Marina Beach Park, Edmonds: Alternative 1

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Note: Development buildings are at lower elevation, obscured by trees



Source: Perkins+Will, 2015.

**Figure 3.9-6**

Viewpoint 5—View from Kayu Kayu Park, Shoreline: Alternative 1

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Source: Perkins+Will, 2015.

**Figure 3.9-7**

Viewpoint 6—View from the End of Richmond Beach Drive, Shoreline: Alternative 1

Existing sources of glare in the vicinity of the site include vehicles, roadway surfaces, and building surfaces (e.g., glass, metal, etc.) associated with residential development and local roadways. Reflection off the water of Puget Sound is also a source of glare.

### 3.9.2 Impacts of the Alternatives

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This sub-section analyzes impacts to visual character, views, and light and glare conditions with proposed redevelopment. Impacts are expected to be similar for Alternatives 1 and 2, any differences are noted.

#### Aesthetics

##### **Visual Character**

Alternatives 1 and 2 would change the visual character of the site from an aging industrial development to a taller, and more dense mixed-use development. The character of the site and changes in visual conditions would occur incrementally over the approximately 15 to 20 year buildout.

By 2035, it is assumed that 3,081 new residential units, approximately 32,262 sq. ft. of commercial space, 94,300 sq. ft. of retail space, and approximately 35 acres of open space would be provided on the site under Alternative 1. The same amount of commercial, retail and open space would be provided under Alternative 2; however, 2,600 residential units are proposed.

Under both Alternatives 1 and 2, the project design would feature three urban villages, each with a crescent-shaped configuration of tower structures that are intended to capture the panoramic views of Puget Sound and the Olympic Mountains. The larger scale crescent urban form is meant provide space for smaller scaled village buildings, which in turn would generate a neighborhood of streets and lands that would provide small-scaled spaces, views, and pathways connecting to the beachfront and shoreline. The North Village is proposed to have a distinct character and separate access road off the main boulevard (see **Figure 3.9-8**, Conceptual Building Massing - Alternative 1).

A substantial portion of the site would be retained in natural and landscaped areas to soften the visual character of overall site redevelopment. Under Alternatives 1 and 2, approximately 57 percent of the total upland site area would be provided in naturally vegetated, landscaped, and beach areas (as compared to 11 percent under existing conditions). The proposal would recreate certain natural site feature onsite, including a restored shoreline area along the Sound and a proposed open water conveyance channel through the center of the site (that would daylight drainage that is currently piped through the site). Nearly all of the parking would be underground. Those limited surface parking areas would be landscaped to minimize their impact and landscaping would be provided around residential and retail/commercial buildings, subject to design guidelines and the county code requirements (see **Chapter 2** for details).

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Draft EIS



ARIAL VIEW OF SITE



SITE FROM WATER



CENTRAL VILLAGE AND PIER



NORTH VILLAGE

Source: Perkins+Will, 2015.

A total of 45 buildings would be constructed under Alternatives 1 and 2. Under Alternative 1, the maximum building height would be 170 feet; under Alternative 2, the maximum building height would be 140 feet (see **Table 2-5** in **Chapter 2**). Exterior of the buildings would include a variety of materials, such as: wood, glass, metal, brick, and composite materials. All materials would be required to be consistent with a master set of urban design and architectural guidelines. These guidelines would be adopted as binding conditions, covenants, and restrictions (CC&Rs) for all new structures.

With proposed development, over 35 acres of open space would be provided of which approximately 20 acres would be accessible to the public. This public open space would include pedestrian-oriented amenities such as: public plazas, renovated deepwater dock, shoreline pedestrian boardwalk, and sidewalks/trails with viewpoints.

Although the visual character of the site would change with redevelopment under Alternatives 1 and 2, the assessment for this DEIS does not indicate if the change in character would be considered adverse. Whether a change in visual character could be considered adverse is often defined by the subjective reaction of an individual. For example, some viewers could perceive the change in character at the site from an industrial area to a mixed-use development with a range of uses (Alternatives 1 and 2) as a negative impact, while others could perceive this change as a positive impact. On an overall basis, positive or negative perceptions related to visual aesthetic character would likely be defined by the quality and consistency of building design, the public access improvements, and the “pedestrian-friendliness” of the site.

## Views

### **Alternative 1**

At full buildout, Alternative 1 would change the views toward the site by increasing the overall level of building development. As described above, full buildout of the site would occur incrementally over the approximately 15 to 20 year buildout period; thus, changes in views would occur gradually.

Depending on the viewpoint, different portions of development on the site would be visible. Representative views of the site illustrating visual conditions under Alternative 1 are shown in **Figures 3.9-2** through **3.9-7**.

### **Viewpoint 1 - 20420 Richmond Beach Drive**

Under Alternative 1, the views of Puget Sound, Kingston, and the Olympic Mountains would largely remain unchanged. On the right side of the view, the proposed development would include several multi-story buildings, as well as landscaping and a retaining wall along the roadway near the site boundary in the mid-ground. This development would be greater in height and density than the existing site use. Proposed development would block a small portion of the existing views of the Sound and Kingston on the right of the side of the view.

The visual character from this viewpoint would reflect more intensive development along the shoreline (see **Figure 3.9-2**).

#### Viewpoint 2 - Western Terminus of 238<sup>th</sup> Street SW

Under Alternative 1, this viewpoint would remain unchanged when deciduous vegetation at the viewpoint has leaves. Dense vegetation blocks most views from the viewpoint (small peek views are possible in the background). Proposed development would be visible in the foreground through small areas with less vegetation. When the trees do not have leaves, the site would be more visible, but would still be heavily obscured by woody vegetation. In addition, the site is located downhill of the viewpoint and limited amounts of development would be visible in the foreground of the view. Proposed development would not contribute to blockage of views of Puget Sound and beyond (see **Figure 3.9-3**).

#### Viewpoint 3 - Edge of Bluff at 22440 Dogwood Lane

The foreground and background of the viewpoint would remain the same as under existing conditions under Alternative 1. Views of Puget Sound, Kingston, and the Olympic Mountains would be the same. In the mid-ground, the site would include several multi-story structures that would be taller and denser than existing development onsite, and would also include park-like development along the waterfront. The buildings would be taller adjacent to the hill slope and would decrease in height closer to the water. Proposed development would not substantially change the mid-ground view of Puget Sound, and would blend with the vegetation along the hill slope in the foreground (see **Figure 3.9-4**).

#### Viewpoint 4 - Edge of Marina Beach Park

Under Alternative 1, the foreground and background views from Viewpoint 4 would remain largely unchanged. In the mid-ground several proposed multi-story buildings would be visible. These buildings would be taller and denser than existing development onsite. The buildings would be taller adjacent to the hill slope and would decrease in height closer to the water. Views of Puget Sound, Bainbridge Island, and the surrounding areas would still be possible (see **Figure 3.9-5**).

#### Viewpoint 5 - Kayu Kayu Park

Under Alternative 1, the park and railroad tracks in the foreground of the view would remain unchanged. The hillslope and residences in the mid-ground would also be unaltered. Proposed development would include several multi-story buildings, as well as landscaping along the shoreline in the mid-ground. These buildings would be similar to the hillside in height when viewed from the viewpoint. The character of this viewpoint would reflect an increase in shoreline development height and density relative to existing conditions. The views of Puget Sound and Kingston would be the same as under existing conditions from this viewpoint (see **Figure 3.9-6**).

#### Viewpoint 6 - End of Richmond Beach Drive

Single family homes and landscaped areas in the foreground of the view would remain unchanged under Alternative 1. Proposed development would include several multi-story

structures and landscaping that would be visible in the central portion and right side of the mid-ground. These buildings/landscaping would partially obstruct views of Puget Sound, Kingston, and the Olympic Mountains in the right side of the view. However, most of the views of Puget Sound and beyond would remain unchanged from this viewpoint. The visual character from this viewpoint would reflect a taller and denser development than currently exists onsite (see **Figure 3.9-7**).

### **90-Foot Building Height Scenario**

For analysis purposes, a 90-foot building height scenario (Scenario B) is also included in this DEIS under Alternative 1, which represents the base building height (i.e., with no additional height added for desirable features, transit and an EIS) that is permitted under the version of SCC 30.34A.040 that was in place at the time complete applications for the Point Well Urban Center were submitted in 2011. Development under this scenario would result in the same proposed building and infrastructure layout as proposed under Alternative 1. However, buildings would be a maximum of 90-feet tall versus the maximum of 170-feet tall that is proposed (see **Table 2-5** in **Chapter 2** of this DEIS).

With 90-foot maximum building heights, there would be fewer blockages of views of Puget Sound, Kingston, and the Olympic Mountains from certain viewpoints. However, as described above, most of the views of Puget Sound and beyond would be retained with proposed development under Alternative 1 with buildings a maximum of 170 feet tall. Therefore, the changes in views under the 90-foot building height scenario would be minimal. In addition, with more buildings up to 90 feet tall, as opposed to the tiered development proposed under Alternative 1 (e.g., taller buildings in the east portion of the site and shorter buildings as they approach the shoreline), certain views through the site would be blocked/partially blocked that would not be under the proposal (e.g., along the shoreline, where building would be taller under this scenario than under the proposal).

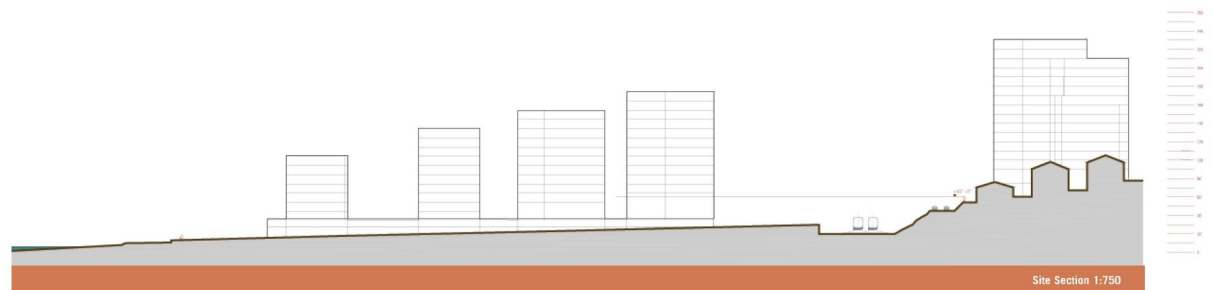
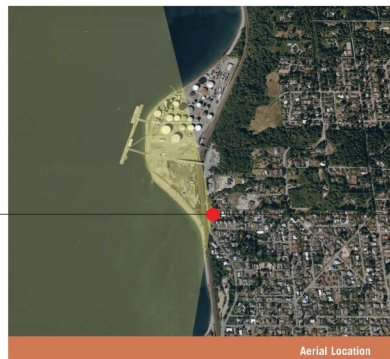
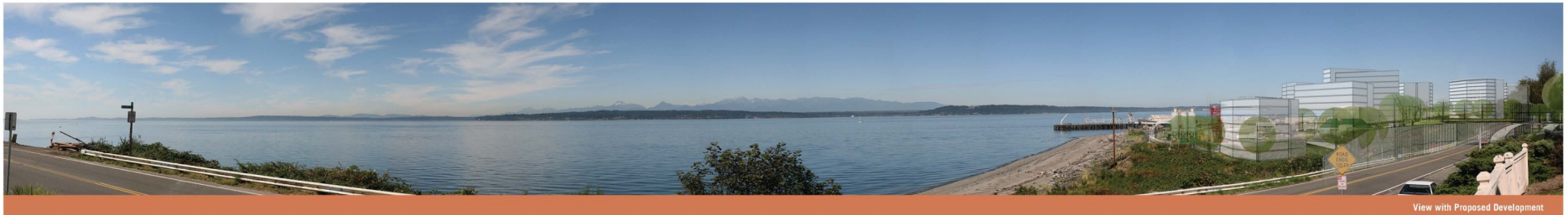
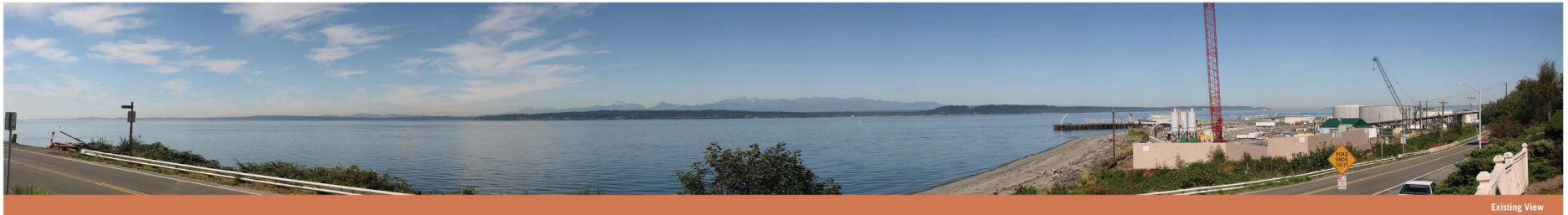
### **Alternative 2**

Redevelopment under Alternative 2 would include approximately 2,600 new residential units and a similar amount of commercial space, retail space, and open space as Alternative 1. Assumed redevelopment under Alternative 2 would result in a similar change in visual character onsite as under Alternative 1. However, under Alternative 2, buildings would be a maximum of 140 feet in height (versus 170 feet high under Alternative 1). As compared to Alternative 1, 20 buildings would be lower, 16 buildings would be higher, and 9 buildings would be the same height (see **Table 2-5** in **Chapter 2** for a comparison of building heights under Alternative 1, Alternative 2, and the 90-Foot Building Height Scenario).

### **Viewpoint 1 - 20420 Richmond Beach Drive**

Under Alternative 2, proposed impacts on views would be similar to under Alternative 1 from this viewpoint, and views of Puget Sound, Kingston, and Olympic Mountains in the foreground, mid-ground, and background would not be greatly impacted. In the right portion of the view, the visual character would be similar to Alternative 1; however, development on the site would include lower buildings and less density (see **Figure 3.9-9**).

## Point Wells Mixed-Use Redevelopment Project Draft EIS



Source: Perkins+Will, 2015.

**Figure 3.9-9**

Viewpoint 1—View from 20420 Richmond Beach Drive, Shoreline: Alternative 2

#### Viewpoint 2 - Western Terminus of 238<sup>th</sup> Street SW

Similar to under Alternative 1, under Alternative 2, heavy vegetation would block the majority of the views of Puget Sound and the Olympic Mountains when leaves are present on vegetation (small peek views would be possible in the background) from this viewpoint. When deciduous trees and shrubs do not have leaves, a portion of the site would be visible in the foreground of the viewpoint. With lower buildings than under Alternative 1, less development would be visible from the viewpoint. In addition, the site is located downhill of the viewpoint and would only be visible in the foreground of the view. Proposed development would not contribute to view blockage (see **Figure 3.9-10**).

#### Viewpoint 3 - Edge of Bluff at 22440 Dogwood Lane

Under Alternative 2, development of the site would have similar impacts on views as under Alternative 1 from this viewpoint. The views in the background, including of Puget Sound, Kingston, and the Olympic Mountains would remain unchanged. The view over the treetops in the foreground would also not be impacted by development of the site. In the mid-ground, development of the site would be similar to under Alternative 1; however, the density and height of the buildings would be reduced, lessening the visual impact slightly. Proposed development would not substantially change the mid-ground view of Puget Sound, and would blend with the vegetation along the hill slope in the foreground (see **Figure 3.9-11**).

#### Viewpoint 4 - Edge of Marina Beach Park

Under Alternative 2, the foreground view from this viewpoint would be similar to under Alternative 1, and would remain largely unchanged. The view of the beach and railroad track would not be impacted by proposed development of the site. Additionally, the views of Puget Sound and Bainbridge Island would not be greatly impacted by the development. In the mid-ground of the viewpoint, the site would include several multi-story buildings along the shoreline. These buildings would be less tall and dense than under Alternative 1, and would decrease in height toward the shoreline (see **Figure 3.9-12**).

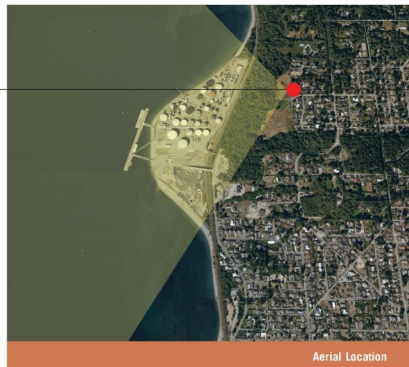
#### Viewpoint 5 - Kayu Kayu Park

Under Alternative 2, the view from this viewpoint would be similar to the view under Alternative 1. Building development and landscaping would be visible in the mid-ground; some of the buildings would appear shorter than under Alternative 1. Views of Puget Sound and the Olympic Mountains would not be blocked under this alternative (see **Figure 3.9-13**).

#### Viewpoint 6 - End of Richmond Beach Drive

Under Alternative 2, single family residences and landscaped areas in the foreground of the view would remain unchanged. Proposed development would include several multi-story structures and landscaping that would be visible in the central portion and right side of the mid-ground, similar to under Alternative 1. This development would block a portion of the views of Puget Sound in the mid-ground. However these buildings would be less tall than under Alternative 1, and would obscure less of the view. Views of the Kingston and the Olympic Mountains would not be impacted (see **Figure 3.9-14**).

# Point Wells Mixed-Use Redevelopment Project Draft EIS



Note: Development buildings are at lower elevation, obscured by trees

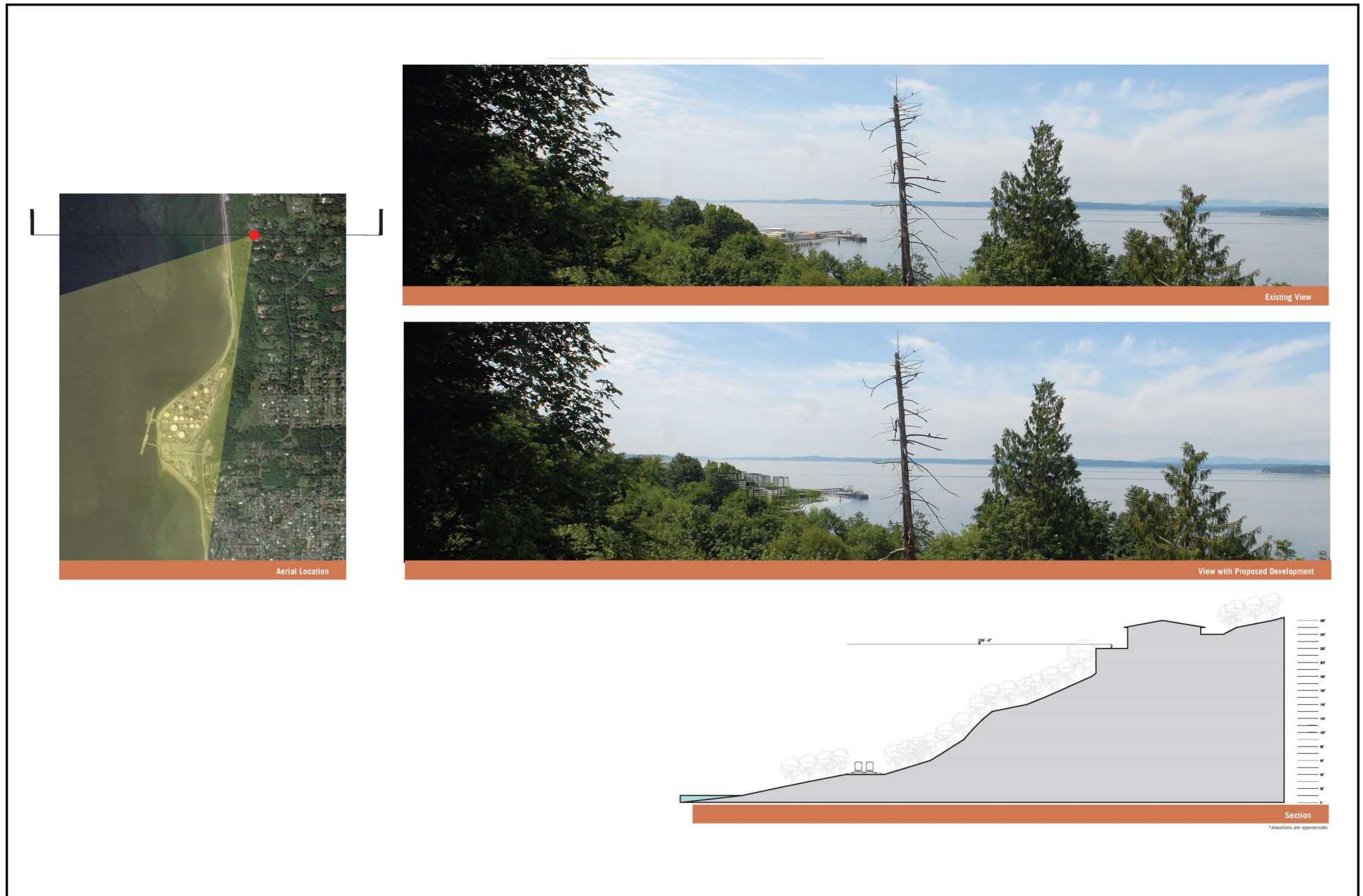


Source: Perkins+Will, 2015.



**Figure 3.9-10**  
Viewpoint 2—View from Western Terminus of 238th Street SW, Woodway: Alternative 2

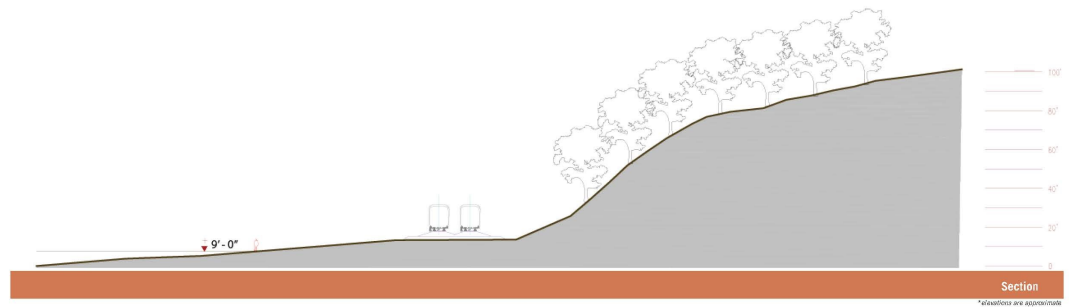
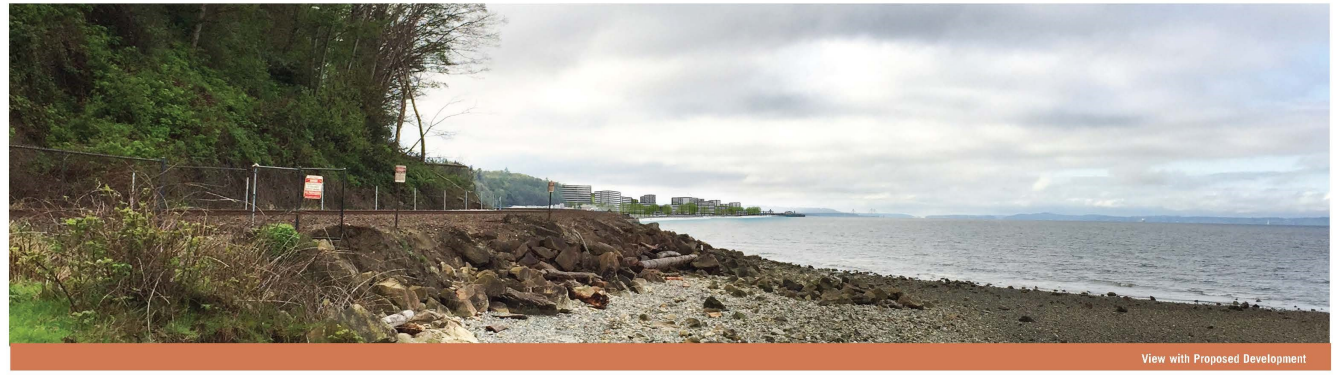
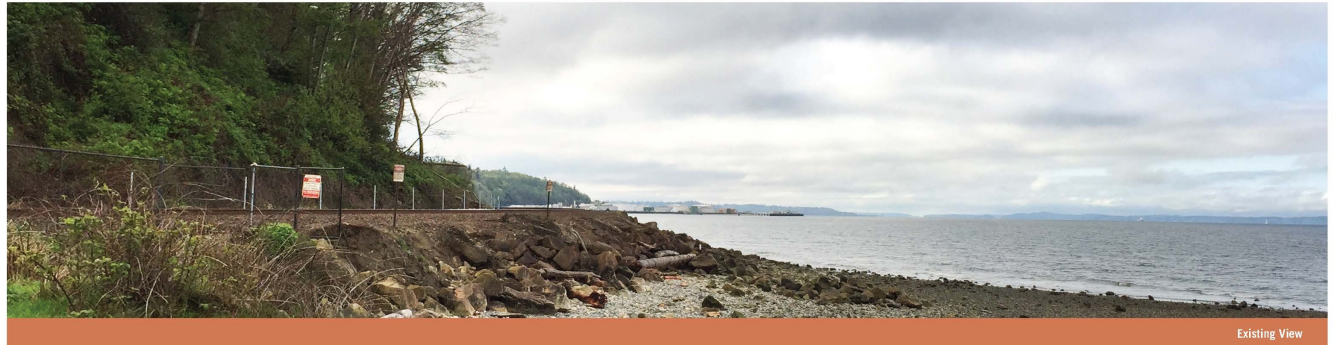
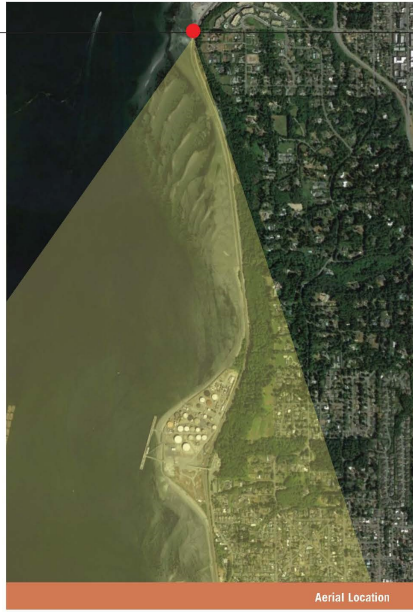
# Point Wells Mixed-Use Redevelopment Project Draft EIS



Source: Perkins+Will, 2015.

**Figure 3.9-11**  
Viewpoint 3—Edge of Bluff at 22440 Dogwood Lane, Woodway: Alternative 2

## Point Wells Mixed-Use Redevelopment Project Draft EIS



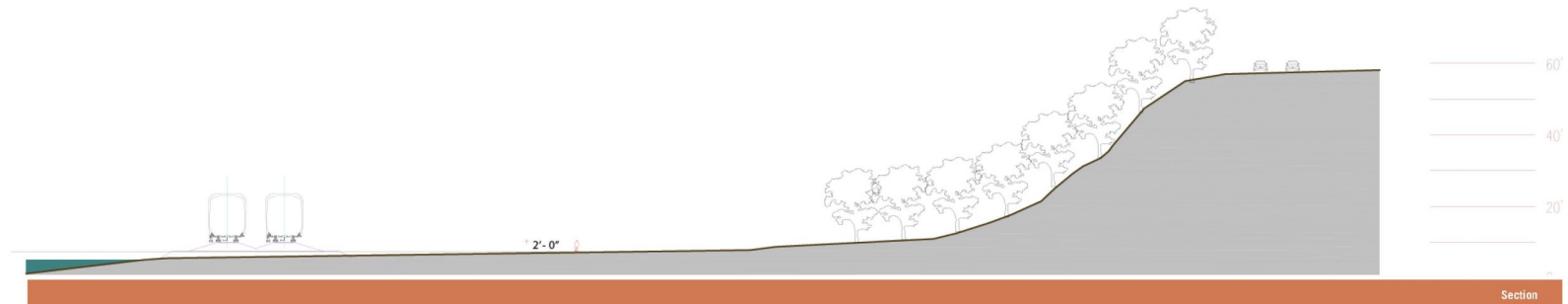
Source: Perkins+Will, 2015.

**Figure 3.9-12**  
Viewpoint 4—Edge of Marina Beach Park, Edmonds: Alternative 2

# Point Wells Mixed-Use Redevelopment Project Draft EIS



Note: Development buildings are at lower elevation, obscured by trees



Source: Perkins+Will, 2015.

**Figure 3.9-13**  
Viewpoint 5—Kayu Kayu Park, Shoreline: Alternative 2

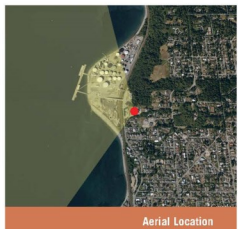
Point Wells Mixed-Use Redevelopment Project  
Draft EIS



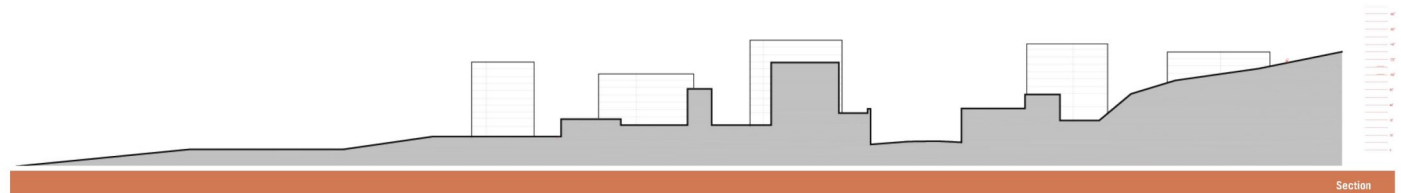
Existing View



View with Proposed Development



Aerial Location



Section

Source: Perkins+Will, 2015.

**Figure 3.9-14**  
Viewpoint 6—End of Richmond Beach Road, Shoreline: Alternative 2

## Light and Glare

New temporary sources of light and glare would be introduced to the site during construction activities over the long-term buildout of the site under Alternatives 1 and 2. The lighting sources would be associated with infrastructure and building construction, trucks and other equipment, and improvements to building interiors. Glare would primarily be generated by vehicle traffic. Light and glare during construction would be limited by Snohomish County regulations, which limit construction activities during nighttime hours. Interior building lighting associated with interior improvements could potentially occur at all hours and could be visible from surrounding areas.

Redevelopment of the site under Alternatives 1 and 2 would add a variety of long-term sources of light to the site. General light sources and lighting types would be similar under Alternatives 1 and 2 and would primarily include light associated with new residential, commercial and retail uses, such as: interior and exterior building illumination, parking area lighting, street lighting, walkway lighting, and vehicle traffic. Light levels would generally be higher in the evenings and during winter months when there are more hours of darkness. It is anticipated that lighting levels would be higher under Alternative 1 than under Alternative 2 because there would be more residential units onsite and associated vehicles.

Lighting levels with proposed redevelopment of the site would generally be greater than found in the surrounding area and could result in impacts to surrounding uses. However, lighting could be shielded and directed away from surrounding uses, and significant light impacts are not anticipated.

New sources of glare on the site under Alternatives 1 and 2 could include reflection from building facades and windows, and reflections from vehicles. Specific glare impacts would depend upon the degree of reflective surfaces (glass windows) used.

## No Action Alternative

The No Action Alternative includes two different scenarios: A) Continuation of Existing Conditions. B) Intensification of Existing Industrial Uses.

### **Scenario A – Continuation of Existing Conditions**

Under No Action Scenario A, no new development would occur on the site at this time and the visual character of the site would remain reflect the industrial uses on site, and the natural setting in which the site is located (adjacent to Puget Sound and a wooded bluff). Views to and from the site would not change. Current light and glare conditions on the site would continue.

### **Scenario B – Intensification of Existing Industrial Uses**

Under No Action Scenario B, no redevelopment would occur on the site. However, existing industrial uses would intensify into existing underused facilities onsite, and are assumed to include an increase in asphalt operations, marine fueling operations, and light fuel storage/distribution. Since existing, underused facilities would be used as part of the

intensification of uses on the site, it is anticipated that no changes to the visual character of the site and views to and from the site would occur under No Action Scenario B.

The intensification of uses of underused facilities would result in an increase in light and glare on the site and in the surrounding area, primarily associated with increased vehicle traffic traveling to and from the site. While this increase in light and glare would be greater than under No Action Scenario A, it would be less than under Alternatives 1 and 2.

### 3.9.3 Mitigation Measures

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The following “required/proposed” mitigation measures have been incorporated into the proposal; an additional “other possible” mitigation measure is identified that could further minimize the potential for aesthetic/light and glare impacts.

#### Required/Proposed Mitigation Measures

##### **Site Design and Lighting**

- A substantial portion of the site would be retained in natural and landscaped areas to soften the visual character of overall site redevelopment.
- With proposed development, over 35 acres of open space would be provided of which approximately 20 acres would be accessible to the public. This public open space would include pedestrian-oriented amenities such as: public plazas, renovated deepwater dock, shoreline pedestrian boardwalk, and sidewalks/trails.
- Building design and materials would be required to be consistent with a master set of urban design and architectural guidelines. These guidelines would be adopted as binding CC&Rs for all new structures.
- Proposed landscaping would meet or exceed Snohomish County’s landscaping requirements for Urban Centers (SCC 30.25.031).
- New lighting on the site would be designed to be consistent with applicable Snohomish County standards and regulations to minimize light spillage and potential light impacts on adjacent uses, including:
  - Lighting for building and circulation routes would be designed with sensitivity to surrounding areas and fixtures would be located in a manner to avoid glare into surrounding land uses;
  - Exterior lighting features and security lighting near the perimeter of the site would use appropriate shields and would be directed away from adjacent areas to reduce light spillage; and

- All streets would be well lit for safety and security purposes to meet the standards of Snohomish County.

#### Other Possible Mitigation Measures

- Additional design standards and guidelines could be developed and included in a Development Agreement

#### 3.9.4 Significant Unavoidable Adverse Impacts

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Redevelopment under Alternatives 1 and 2 would change the visual character of the site from an aging industrial area to a taller, denser mixed-use development. Changes in visual character would occur incrementally over the 15 to 20 year buildout period. This assessment of aesthetic conditions does not indicate if a particular change in visual character would be adverse, as this is often the subjective reaction of an individual.

Redevelopment of the site would result in an increase in light and glare on the site and in the surrounding area. With implementation of the required/proposed mitigation measures, no significant unavoidable adverse light and glare impacts are anticipated.

### 3.10 HISTORIC AND CULTURAL RESOURCES

This section of the DEIS describes the existing historic and cultural resource conditions on and in the vicinity of the Point Wells site. Potential impacts from development of the EIS Alternatives are evaluated and mitigation measures identified. This section is based on the *Historic and Cultural Resources Report* (March 2016) prepared by Cultural Resource Consultants, Inc. (see **Appendix H**).

#### 3.10.1 Affected Environment

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##### Methodology

This historic and cultural resources assessment is based on review and analysis of previously collected ethnographic, historical, and archaeological information on the site and vicinity, including relevant published reports, articles, and books; historical maps and documents; historical air photos; geological and soils surveys; ethnographic accounts; and reports of archaeological and historical investigations pertinent to the area. A records search at the Washington State Department of Archaeology and Historic Preservation (DAHP) was conducted for known sites in the immediate area. A visual reconnaissance of the site was also performed.

For this analysis, the Area of Potential Impact (API) is coincident with the site boundary.

(See **Appendix H** for details on the historic and cultural resources analysis.)

##### Cultural Resources

###### **Regulatory Context**

Several Washington state laws that specifically address identification and protection of cultural resources would pertain to development of the site (e.g., RCW 27.44, RCW 27.53), and compliance with the Washington State Environmental Policy Act (SEPA). The Archaeological Sites and Resources Act (RCW 27.53) prohibits knowingly excavating or disturbing archaeological sites without a permit issued by DAHP. The Indian Graves and Records Act (RCW 27.44) prohibits knowingly destroying Native American or historic graves.

###### **Environmental Context**

The site is situated on the eastern shoreline of Admiralty Inlet within the Willamette-Puget Lowland physiographic province, a province that is characterized by the wide “trough” between the Coast and Cascade Ranges. The site is within the Western Hemlock vegetation zone typical of much of lowland western Washington.

The site is comprised of an eastern Upper Bench and a western Lower Bench. The Upper Bench currently contains several buildings and a retention pond; the Lower Bench contains

a marine fuel transfer and asphalt distribution facility. A seawall has been used as shoreline protection on the western edge of the site. Vegetation within the site is mainly limited to the southwestern shoreline and the area east of the railroad tracks. Small unnamed streams occupy drainages east of the site, some of which have been routed through pipes onsite.

The landforms on and in the vicinity of the site were shaped by glacial events that took place during the Late Pleistocene following the advance of several glaciations. At the end of the Fraser Glaciation, glacial advance and retreat scoured and compacted underlying geology while meltwaters carved drainage channels and deposited till and outwash over the Puget Lowland. The interplay of Holocene climate change, sea level change, and seismic activity, along with related geomorphic processes such as stream incision, bluff erosion, and alluvial deposition, further shaped the landscape of the site and vicinity.

The surface geology mapped on the site's Upper Bench is Qgt (Pleistocene continental glacial till from the Fraser glaciation) and in the Lower Bench is Qf (artificial fill, including modified land). The areas of modified land generally were brought to grade using cut and fill methods in conjunction with industrial development on the site during the twentieth century. The Lower Bench was historically a depositional beach that developed seaward of the original coastline.

Previous subsurface explorations have been conducted onsite by geologists and archaeologists. Geotechnical borings in the southern part of the site indicate the presence of fill 6 to 7 feet thick on top of Holocene beach and tidal marsh deposits that extend to approximately 20 feet below ground surface, over pre-Fraser non-glacial fluvial deposits. Archaeological borings west of the seawall encountered recent beach and wetland deposits to a depth of 15 feet below surface, underlain by older beach deposits to a depth of 30 feet below surface. A spit or berm was likely present along the west side of the site, allowing peat deposits to form over hundreds or thousands of years. Deposits identified within the site consist of fill, colluvium (on the Upper Bench only), pre-Fraser nonglacial fluvial deposits, and pre-Fraser nonglacial lacustrine deposits.

(See **Appendix H** for details on the environmental context on and in the vicinity of the site.)

### **Archaeological Context**

Human use of the greater Puget Sound region has generally been structured around the natural resources available in local environments including fresh water, terrestrial and marine food resources, forests, and suitable terrain. Archaeological (related to human activity) evidence suggests human occupation in the region occurred following the last glacial retreat at the end of the Pleistocene, approximately 14,000 - 10,000 years ago.

Archaeologists have identified an early period of human occupation dated to between 9000 – 5000 BP (before present). Many of the early sites are associated with the Olcott Complex in Western Washington, which occurred at the same time as similar Cascade Phase sites

identified east of the Cascade Mountains. Olcott sites have been defined partly by the shared distribution of laurel-leaf-shaped bifaces (prehistoric stone implements) and upland or upper river terrace site locations. These sites are found on or near the ground surface of glacial landforms. The Olcott complex is believed to be representative of highly mobile hunter-gatherers who typically did not use marine resources, and several Olcott sites have been documented and studied throughout Western Washington and the Olympic Peninsula. Many Olcott sites have been identified in Snohomish County. Marine shorelines from this period are submerged, possibly eliminating a sizable portion of the archaeological record of this era.

After 5000 BP, settlement patterns and subsistence economy in the region appear to change. From 5000 to 3000 BP an increasing number of tools were manufactured by grinding stone, and more antler and bone material was used for tool production. Occupation floors with evidence of hearths and structural supports suggesting more long-term habitations are more common during this period in contrast to the Olcott Complex. On Puget Sound, evidence of task-specific, year-round, broad-based activities, including salmon and clam processing, woodworking, and basket and tool manufacturing date from approximately 4200 BP.

Characteristic of the ethnographic (related to people and cultures) pattern in Puget Sound, seasonal residence and mobility occurred from about 3000 BP. Organic materials, including basketry, wood, and food stuffs are more likely to be preserved in sites of this late pre-contact period. Sites dating from this period represent specialized seasonal spring and summer fishing and root-gathering campsites and winter village locations. Sites of this type have been identified in the Puget Sound lowlands, typically located adjacent to, or near, rivers or marine transportation routes. Fish weirs and other permanent constructions are often associated with large occupation sites. Common artifact assemblages consist of a range of hunting, fishing, and food processing tools; bone and shell implements; and midden (an old dump for domestic waste) deposits.

Similar economic and occupational trends persisted throughout the Puget Sound region until the arrival of European explorers. Beginning approximately two hundred years ago, relatively rapid social changes occurred. Contact between peoples of the Puget Sound region and those of Europe and the United States stimulated the local introduction and adoption of new technologies and political organization.

(See **Appendix H** for details on the archaeological context of the site and vicinity.)

### **Ethnographic Context**

The Point Wells site and vicinity was within an intertribal resource area and would have been used by various southern Coast Salish groups over time, including Suquamish, Duwamish, Snohomish, and Snoqualmie peoples. The site lies within the traditional territory of the “shil-shol-ahbsh” (Shilsholamish) or “narrow inlet people,” a band of the Duwamish tribe. The Duwamish are a Southern Lushootseed-speaking southern Coast Salish group.

Shilsholamish territory extended from Smith Cove and Lake Union in Seattle north to the Snohomish River. The Snohomish are a southern Coast Salish Northern Lushooseed-speaking tribe with traditional territory including the area from the mouth of the Snohomish River to Monroe, on Whidbey Island opposite Mukilteo, and the southern tip of Camano Island.

Settlements were often located on major waterways, heads of bays, or inlets, and people practiced a seasonal subsistence economy that included hunting, fishing, and plant food horticulture. In the winter, southern Coast Salish people lived at large permanent villages and they spent the summer hunting, fishing, and gathering at specialized, temporary camps located near food resources. There was an abundance of plant and animal resources available in estuarine and marine environments in the region. A combination of fish, shellfish, marine mammals, waterfowl, game, roots, and berries served as a rich, diverse, and relatively reliable resource base. Marine shorelines and intertidal zones were used intensively for habitation and resource processing and for resource procurement, respectively.

Ethnographers have gathered information on locations of villages and names for resource areas, water bodies, and other landscape features from local residents. Point Wells is recorded as a named place in the ethnographic record, and other place names are noted on the surrounding landscape. The name for Point Wells is *lʷtʰEtL stuʷbus* (“this side of *stubus*”), a reference to Point Edwards called *stuʷbus* and located just over one mile to the north. Pairs of promontories were often named in this way. The Snohomish name *sʷtoboc* was used for both Point Edwards and Point Wells. According to an attorney for the Tulalip Tribes, there were Snohomish villages at Point Wells and Point Edwards. The beach south of Richmond Beach was called *Qʷeʷqʷeʷwa:dEt* (“kinnickinick, Indian tobacco”), named for a “vine with leaves like those of huckleberry”. The Shilsholamish village nearest to the site was *Cllicoʷ* at Salmon Bay in what is now the City of Seattle. This name was translated as “like shoving a thread through a bead, threading or inserting something,” which was descriptive of the narrow estuary that served as a connection to Lake Union and Lake Washington. On the west side of the Sound opposite Point Wells and south of Kingston, three points used as campsites were called *kayópšed* (untranslated).

(See **Appendix H** for details on the ethnographic context of the site and vicinity.)

## Historic Resources

Early Euro-American settlement of Snohomish County began after the Donation Land Claim Act of 1850. In 1853, the United States organized the Washington Territory. Following several years of conflict, the Point Elliot Treaty was signed at Mukilteo on January 22, 1855. The treaty called for cession of lands to the United States and the maintenance of fishing rights and annuities, as well as the concentration of Indian people living in western Washington upon reservation lands. Native people were forced to abandon most of their

Puget Sound villages and relocate to reservations. The treaty dissolved Indian title to their traditional and accustomed lands.

Euro-American settlement of the site and vicinity began in the 1870s. The logging industry was attracted to the area by the great timber potential. In the site vicinity, small sawmills were established at Lake Ballinger and a shingle mill operated near the present-day intersection of Dayton Avenue and Richmond Beach Road. Euro-American settlement in the Edmonds area began in the 1860s but remained sparse until the 1880s. The railroad corridor that passes through the site has been in use since the late nineteenth century, with the Great Northern Railroad reaching Edmonds in 1891.

After lands were logged, Euro-American use of the site and vicinity in the late nineteenth century to early twentieth century consisted of farming and grazing. By 1897 there was a residential community of houses “along the beach road to Point Wells”; a library and school were also present in the area.

William J. Potts purchased 80 acres on Point Wells in the late 1890s. From 1900 until the Shell Oil facility was built in 1912, Potts’s land supported a fruit farm and many grazing cattle. Point Wells was also used in the early 1900s by Indians traveling by canoe from the north to work in farm fields in the river valleys of central and southern Puget Sound. Groups of Indians traveling by canoe would land at spits and beaches along the shoreline to fish, clam, hunt, and sleep along the way.

Around 1910, a small shipyard was located at the Pointe Wells point and a landing wharf was situated on its north side. About ½ mile south of the site at Richmond Beach, there was a shingle mill with a short wharf; another wharf for loading gravel was ½ mile farther to the south.

Standard Oil Company and the Asiatic Oil Company (a predecessor of Royal Dutch-Shell) built a regional distribution terminal at the Point Wells site to meet the growing demand for petroleum products. Tanker ships brought the oil products from California refineries. Oil was stored on-site to fuel steamships as well as for local distribution by railroad tank car. Standard Oil had 47 acres of land, 20 acres of which were filled with dredge material in order to support tanks. The Asiatic Oil Company’s facility, to the north of Standard Oil, was built to handle gasoline. By 1917 the site was “distinguished by prominent oil tanks and the wharf and warehouses at the foot of the bank”.

Industries on the Point Wells waterfront were a major local source of employment, even during the Great Depression. Use of the site vicinity in the middle twentieth century continued to be dominated by petroleum companies including Washington Refining Company, Shell Oil, and Standard Oil. Standard Oil occupied all of the Lower Bench onsite by 1943. Standard Oil merged with five other companies in 1977 to form Chevron USA Inc. (Chevron Corporation 2015). Chevron used the facility as an asphalt petroleum refinery and light products/lube oil distribution terminal. The various types of petroleum products stored

and/or processed at the site included crude oil, asphalt products, lubrication oils, fuel oils, aviation fuels, motor vehicle and marine vessel fuels, and thinners. The light products/lubrication oil distribution terminal and refinery are no longer in operation, but the facility continues to operate as a marine fuel and asphalt distribution center. The marine fuel transfer and asphalt distribution facility continues to be operated by Paramount Petroleum Corporation under the terms of an agreement with BSRE.

### **Historical Maps and Air Photos**

The General Land Office (GLO) survey map does not show any cultural features, such as trails, roads, residences, villages, or homestead improvements, on or adjacent to the site. The nearest cultural feature is a land claim labeled Ira Bartholamue located approximately 3.5 miles east of the site on the northeast side of present day Lake Ballinger. An 1874 coast chart shows the Lower Bench as a broad, vegetated low point with a sandy beach to the west and wooded slopes to the east on the Upper Bench.

(See **Appendix H** for details on historic resources.)

## Previously Recorded Sites and Surveys

### **Cultural Sites**

Fourteen cultural resource assessments – including archaeological and historic resource surveys -- have previously been prepared within a distance of approximately one mile of the site (see **Appendix H** for a list and descriptions of these assessments). These have included archaeological and historic resource surveys for sewer projects, transportation developments and park improvements. Additionally, a records search and literature review was previously prepared for an area that overlaps most of the Point Wells site. That study did not identify any cultural resources within the site but recognized Point Wells as a landform type commonly used by tribes for habitation and resource gathering.

Cultural resource studies conducted for the Brightwater Regional Wastewater Project included the southern portion of the site, and consisted of cultural resources assessment, archaeological treatment and monitoring plan, and reconnaissance surveys and sonar surveys of shallow waters. Surveys and archaeological monitoring of drilled borings did not identify any archaeological or historic sites including shipwrecks. However, old beach landforms below historic period fill at Point Wells were considered to have a high probability for intact significant archaeological.

Relatively few archaeological or historic sites have been identified in proximity to the Point Wells site. All previously recorded archaeological sites are located over one mile away from the site, and only three archaeological sites have been recorded within a three-mile radius. Of these, one site (45SN574) was recommended eligible for the National Register of Historic Places (NRHP). This site was identified as a fill layer containing historic-era artifacts associated with the Great Northern Railroad's section foreman's house, water tower, and

cabin. The site was considered to have the potential to provide significant information about the past, including details about working class life on the Edmonds waterfront in the early twentieth century. A second site (45SN531), a segment of the railroad grade from the Seattle-Everett Interurban Electric Railway, was recommended not eligible due to the diminished integrity of workmanship, setting, design, materials, feeling, and association. The third site (45SN310), identified as finely crushed mussel, barnacle, and cockle shells visible in patches, has not been evaluated for NRHP eligibility.

(See **Appendix H** for details on cultural sites.)

### **Register-Listed Historic Properties**

Only one register-listed historic property is located within a distance of approximately one mile of the site. This is the IOOF Cemetery, established in 1894 near the present-day intersection of North of Edmonds Way and 100th Street and listed on the Washington Historic Register (WHR) in 1972. Several historic buildings have been inventoried within approximately ¼ mile of the site. These include single-family homes dating from the late nineteenth century to the middle twentieth century. These were added to the Historic Property Inventory (HPI) inventory as part of DAHP's 2011 HPI Upload Project. None of the uploaded data was field verified at the time, nor were eligibility assessments conducted.

One of the previously recorded historic structures is located in the tidelands portion of the site. This is a long, narrow rectangular building supported on a wharf that was identified as a part of the Point Wells refinery during a maritime heritage survey. The date of construction of the structure was estimated to be 1915. The building has a gable roof, corrugated metal cladding, and corrugated metal roofing, and does not appear to meet NRHP eligibility criteria. The material and plans for the structure are typical for the time period and function, but the structure appears to be in poor condition.

(See **Appendix H** for details on previously recorded sites and surveys.)

### **Previously Unrecorded Historic and Cultural Resources**

The DAHP statewide predictive model uses environmental data about the locations of known archaeological sites to identify where previously unknown archaeological sites are more likely to be found. The model assigns a probability ranking of "Survey Highly Advised: Very High Risk" for the majority of the site with portions of the shoreline marked "Survey Contingent Upon Project Parameters: Low Risk" and the southwestern part of the site labeled "Survey Highly Advised: High Risk". Precontact and ethnographic land use patterns suggest that the site and vicinity would have been an attractive landform for resource procurement activities (e.g., shellfish collection, fishing, plant gathering), resource processing, and as a landing and stopover on journeys by canoe.

Information derived from historical maps, photographs, geological borings, and other sources indicate that the landscape of the site has been thoroughly modified by industrial

development. The presence of the soil unit Urban Land on the majority of the site indicates that natural land surfaces have been altered and any archaeological deposits may have been destroyed, buried, or otherwise obscured. The surface geology and soils on the Upper Bench indicate that deposition during the Holocene has been minimal and any archaeological material would have been deposited near the present-day ground surface. Due to the extent of past disturbance, intact archaeological deposits are considered unlikely to be preserved on the Upper Bench. On the Lower Bench, intact archaeological deposits may be preserved on the relict beach or pre-Fraser surfaces beneath the extent of prior fill or other disturbances.

Evidence of early historic uses of the site, such as logging and grazing, is considered unlikely to be preserved within the site. These activities could potentially have resulted in deposition of archaeological materials; such deposits could be significant if they retained depositional integrity and could result in data that would inform research questions regarding facets of historical life relevant to the social, economic, or cultural development of the region. However, development of the fuel terminal in the 1910s is likely to have disturbed or removed earlier historic-period features such as the road and structure at the former shipyard.

Several standing structures are present within the site and several of these are historic (i.e., at least 50 years old). With the exception of a boiler house built in 1991 and a bio-remediation building built in 1999, existing structures within the site date from 1915 to 1970. These structures are associated with development of Point Wells as a regional oil and gasoline distribution center in the early to middle twentieth century.

Historic and cultural resources are typically defined as significant or potentially significant if they are identified as of special importance to an ethnic group or Indian tribe or if the resource is considered to meet certain eligibility criteria for local, state, or national historic registers, , such as the NRHP (see **Appendix H** for NRHP criteria for historical significance). According to the NRHP guidelines, the “essential physical features” of a property must be intact for it to convey its significance, and the resource must retain its integrity, or “the ability of a property to convey its significance” (see **Appendix H** for a list of the seven aspects of integrity).

Historic structures within the site may meet criteria for listing on the NRHP. Review of NRHP listings for the State of Washington indicates that fuel oil facilities dating to the early twentieth century are a rare resource type, but the remaining Standard Oil and Asiatic Oil Company/Shell Oil structures do not appear to be exemplary. Based upon county assessor records, only two structures within the site may date to original initial oil terminal development. These are the previously recorded building on the wharf and an un-inventoried training building/industrial office. Most of the existing buildings were constructed in 1950 or later. Due to diminished integrity of design, setting, materials, and workmanship resulting from changes to the structures and their surroundings over the

years, historic structures within the site may not meet eligibility criteria for listing on the NRHP.

(See **Appendix H** for details on previously unrecorded historic and cultural resources.)

## Treaty Context

The site is in the area recognized by the Washington Department of Fish and Wildlife (WDFW) as having fishing and hunting rights ceded to the signatory tribes of the Treaty of Point Elliot as part of the “usual and accustomed grounds and stations” for hunting and fishing. A large number of tribes were original signatories to the Treaty of Point Elliot. Several of these now have representation by successor tribes that combined two or more of the signatory tribes. For instance, the Tulalip Tribes are the successors for the Snohomish, Snoqualmie, Skykomish, and several other allied tribes north of the site. To the south of the site, the Duwamish tribe (and also a signatory to the Treaty of Point Elliot), joined with the Upper Puyallup bands (signatories to the Treaty of Medicine Creek) to become the Muckleshoot Indian Tribe. The Muckleshoot Tribe now has rights under both treaties (although only the Treaty of Point Elliot covers the geography that includes the site).

The “usual and accustomed” language in the Treaty of Point Elliot is relevant to the Point Wells project in two ways. First, the tribes (or successor tribes) recognized by WDFW as having rights in the vicinity of site are the tribes that would most likely have a claim to precontact artifacts if any are found during construction of the Point Wells project. Second, the same tribes are also the most likely to have an interest in the pollution remediation and shoreline restoration work necessary for the project (and which would be addressed through a separate SEPA process).

(See **Appendix H** for details on treaty context.)

### 3.10.2 Impacts of the Alternatives

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This sub-section analyzes impacts to historic and cultural resources on and in the vicinity of the Point Wells site with proposed development. Impacts under Alternatives 1 and 2 are expected to be similar; any differences between the alternatives are noted.

#### Alternatives 1 and 2

Because the site is considered to have a low potential to contain intact archaeological deposits due to the modifications from industrial development (e.g., dredging and filling of the site), no significant impacts to archaeological sites are anticipated with development of Alternatives 1 and 2. No precontact or historic period archaeological sites have been identified within the vicinity of the site. However, there have been reported findings of precontact artifacts in the area. Significant impacts to archaeological sites could occur if

development disturbs as-yet unknown sites. For example, disturbance of shell midden or other archaeological deposits currently buried beneath fill material would constitute a significant impact. Historic-period or precontact artifacts may also be encountered within fill deposits, but these would be out of context and would lack integrity or significant information potential; disturbance of these highly disturbed materials would not be a significant impact. Archaeological deposits at the interface between native soils and fill may have been disturbed by past development but may retain some degree of depositional integrity; disturbance of such deposits would likely be a significant impact. Significant impacts to historic sites could be generated by demolition, removal, or other physical alterations to historic structures.

One historic structure, a building on a dock, has been recorded onsite. This building was recommended not eligible for the NRHP, but it has not been formally evaluated. Plans currently call for this building to be retained, but it could be modified by redevelopment. Significant impacts to this structure would occur if it is determined eligible for the NRHP and redevelopment alters its character-defining features or its ability to convey its historical significance. Indirect impacts (e.g., visual, vibration) could also occur, but would likely be insignificant.

Approximately ¼ of the Lower Bench has previously been investigated for archaeological or historic sites in conjunction with the Brightwater project. No archaeological sites were recorded in this area. As such, development under Alternatives 1 and 2 would not generate impacts to previously recorded archaeological sites. However, subsurface activities reaching beneath the depths of fill and prior disturbances (e.g., soil removal performed for cleanup/remediation of the site) could affect as-yet unknown archaeological sites. It is assumed that potential impacts associated with cleanup/remediation of the site will be analyzed through separate review process overseen by Ecology.

If as-yet unrecorded archaeological sites are present within the site, they would be buried beneath fill, and would not likely be impacted by site development under Alternatives 1 and 2.

Demolition, removal, or other physical alteration of structures over 50 years old would impact historic sites. However, due to diminished integrity of design, setting, materials, and workmanship resulting from changes to the structures and their surroundings over the years, historic structures within the site may not meet eligibility criteria for listing on the NRHP.

### **Secondary Access Road**

Development under Alternatives 1 and 2 would include the provision of a secondary access road to meet the criteria of the Snohomish County Engineering and Development Standards. Three potential secondary access routes have been identified that could serve the site. The potential impacts associated with each of the routes are discussed below.

**Route 1:** this route would follow a portion of the former Heberlein Road path beginning at the present-day western terminus of 238<sup>th</sup> Street SW (see **Figure 2-16**, Potential Secondary Access Routes). Aside from segments of the former Heberlein Road, the alignment for this route was historically undeveloped. Archaeological and historic sites have not been recorded in this location and based on precontact settlement patterns, topography, and archival review, impacts to archaeological and historic sites are not anticipated with construction of the roadway in this location. If as yet unrecorded archaeological sites are present, they would be found relatively near the ground surface above glacial deposits.

**Route 2 and 2A:** both of these routes includes a second bridge over the BNSF railroad between the Central Village and Urban Plaza and ultimately connect with 116<sup>th</sup> Avenue W. Route 2A would wrap around the Urban Plaza (see **Figure 2-16**, Potential Secondary Access Routes). Besides an unpaved access road, this route was historically undeveloped. Archaeological and historic sites have not been recorded in this location and based on precontact settlement patterns, topography and archival review, impacts to archaeological and historic sites are not anticipated. Relatively level, undisturbed ground in the eastern portion of this route retains the potential to contain archaeological sites. If as-yet unrecorded archaeological sites are present, they would be found relatively near the ground surface above glacial deposits.

### No Action Alternative

#### **Scenario A – Continuation of Existing Conditions**

Under Scenario A, it is assumed no redevelopment would occur on the site at this time. The site would remain in its industrial use, and there would be no new temporary or permanent impacts on historic or cultural resources. If the site is developed in the future in accordance with its zoning, impacts of this future development on historic and cultural resources would be similar to the impacts described under Alternatives 1 and 2.

#### **Scenario B – Reuse of Existing Underutilized Industrial Facilities**

Under Scenario B, it is assumed no redevelopment would occur on the site at this time. The site would remain in its industrial use and currently underused facilities would be reused to provide increased industrial use of the site. Since no redevelopment would occur, there would be no new temporary or permanent impacts on historic or cultural resources. If the site is developed in the future in accordance with its zoning, impacts of this future development on historic and cultural resources would be similar to the impacts described under Alternatives 1 and 2.

### 3.10.3 Mitigation Measures

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The following “required/proposed” mitigation measures have incorporated into the proposal; additional “other possible” mitigation measures could be identified that could further minimize the potential for historic and cultural resources impacts.

## Required/Proposed Mitigation Measures

### **Prior to and During Construction**

- Formal government-to government consultation with Tribes in Washington State would be initiated to determine which Tribes have an interest in the site and vicinity. Opportunities for interested tribes to provide statements summarizing their usual and accustomed use of site and nearby waters would be included in the Point Wells Redevelopment Final EIS. These efforts would be coordinated with a separate, but parallel, SEPA process for cleanup/remediation of the site overseen by Ecology.
- The historical significance of structures within the site that are over 50 years old would be documented and evaluated in conjunction with environmental review overseen by Ecology for site cleanup/remediation.
- Subsurface archaeological investigations would be conducted prior to construction if redevelopment is anticipated to intersect native soils (i.e., below the depth of fill and other documented prior disturbances such as remediation).
- Establishing a heritage program that helps guide development by incorporating a heritage theme in the new development would be considered.
- Partnering with existing businesses or agencies with a strong interest in history, and which likely maintain good historical records would be considered.
- Should any potentially significant archaeological or historic sites be encountered with development under the proposal and it is not possible to avoid them, impacts would be generated. These impacts of encountering significant archaeological or historic sites could potentially be minimized through development and implementation of mitigation measures appropriate to the nature and extent of discovered sites, including one or more of the following:
  - Limiting the magnitude of the proposed work;
  - Modifying proposed development through redesign or reorientation to minimize or avoid further impacts to resources;
  - Rehabilitating, restoring, or repairing affected resources;
  - Preserving and maintaining operations for any involved significant historic structures;
  - Archaeological monitoring, testing, or data recovery excavations; and/or
  - Documenting historic elements of the built environment through photographs, drawings, and narrative, at the appropriate level based upon Department of Archaeology and Historic Preservation standards.

- In the event that ground disturbing or other activities result in the inadvertent discovery of archaeological deposits, work would be halted in the immediate area and contact made with the DAHP in Olympia. Work would be halted until such time as further investigation and appropriate consultation is concluded.
- In the unlikely event of the inadvertent discovery of human remains, work would be immediately halted in the area, the discovery covered and secured against further disturbance, and contact made with law enforcement personnel, consistent with the provisions in RCW 27.44.055 and RCW 68.60.055.

#### 3.10.4      Significant Unavoidable Adverse Impacts

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With implementation of the required/proposed mitigation measures listed above, no significant unavoidable adverse impacts on historic and cultural resources are anticipated.

## 3.11 TRANSPORTATION

To Be Provided

## 3.12 PUBLIC SERVICES

This section of the DEIS describes the existing public services on and in the vicinity of the Point Wells site, including: fire and emergency service, police service, public schools, and parks and recreation services. Potential impacts from development of the EIS Alternatives are evaluated and mitigation measures identified.

### Methodology

The analysis of public services is based on personal communication with public service providers, including: City of Shoreline Fire Department, Snohomish County Fire District 1, Snohomish County Sheriff's Office, City of Shoreline Police Department, Edmonds School District, and Shoreline School District. As appropriate, information from the most current capital facilities plans and planning documents for the public service providers is also used.

#### 3.12.1 Affected Environment

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##### Fire and Emergency Services

Currently, the Point Wells site is not located within the boundaries of any municipal fire department or rural fire district of Snohomish County. Fire and emergency services are presently provided to the site through a contract with the City of Shoreline Fire Department; however, Shoreline Fire Department has indicated that this contract could be terminated with redevelopment of the site. The following provides a description of the existing conditions for Shoreline Fire Department, as well as for Snohomish County Fire District 1 (who could serve proposed redevelopment if Shoreline Fire Department does not).

##### **City of Shoreline Fire Department**

Fire and emergency services for the site are currently provided by the City of Shoreline Fire Department. Shoreline Fire Department's headquarters are located at 17525 Aurora Avenue N (approximately 2.8-miles from the site) and the Department maintains four additional stations to provide fire and emergency services. Shoreline Fire Department currently employs approximately 61 uniformed firefighters and 29 uniformed paramedics (Shoreline Fire Department 2014).

The closest station to the site is Station 64 located at 719 N 185<sup>th</sup> Street (approximately 2.3 miles from the site); Station 62 is located at 1841 NW 195<sup>th</sup> Street (approximately 0.8-mile from the site), but is currently unstaffed. Station 64 is equipped with two fire service vehicles (Engine 64 and Battalion 61) and two emergency service vehicles (Aid 64 and

Medic<sup>1</sup> 63). The minimum staffing for Station 64 is eight personnel per shift, with a total of a 36 personnel for all four shifts at the station (Shoreline Fire Department 2014).

### Call Volume

In 2013, Shoreline Fire Department received a total of approximately 9,638 calls for service, which represented an approximately 2 percent increase since 2009. **Table 3.12-1** summarizes the total call volumes for the Department since 2009.

**Table 3.12-1**  
**SHORELINE FIRE DEPARTMENT TOTAL CALL VOLUMES: 2009-2013**

	2009	2010	2011	2012	2013
Fire Service Calls	1,428	1,261	1,387	1,724	1,691
Emergency Service Calls	8,043	8,019	7,656	8,009	7,947
<b>Total Calls</b>	<b>9,471</b>	<b>9,290</b>	<b>9,043</b>	<b>9,733</b>	<b>9,638</b>

*Source: Shoreline Fire Department, 2014.*

The majority of the calls for service to Shoreline Fire Department were to respond to emergency medical service (EMS) calls. In 2013, approximately 82 percent of the total calls for service were to respond to EMS calls. **Table 3.12-2** summarizes and breaks down the calls for service received by Station 64, which is the closest station to the site.

**Table 3.12-2**  
**SHORELINE FIRE DEPARTMENT STATION 64 SERVICE CALLS: 2009-2013**

	2009	2010	2011	2012	2013
Structure Fires	18	7	8	11	13
Non-Structure Fires	48	37	43	44	50
False Alarms	225	188	184	202	214
EMS	2,396	2,566	2,463	2,713	2,797
Other	273	245	228	257	263
<b>Total</b>	<b>2,960</b>	<b>3,043</b>	<b>2,926</b>	<b>3,227</b>	<b>3,337</b>
Mutual Aid Given	11	21	34	48	44

*Source: Shoreline Fire Department, 2014.*

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<sup>1</sup> Aid units provide basic life support, while medic units provide advanced life support and higher levels of medical care prior to arriving at a hospital.

### Level of Service Standards

Shoreline Fire Department maintains response time standards for fire suppression, emergency medical service, and special operations service. These standards are based on Washington Legislature Substitute House Bill 1756 (SHB 1756) which requires fire departments to set standards for reporting and accountability, and to specify performance measures applicable to response time objectives for certain major and critical services.

The standard for fire suppression turnout time is 1-minute, 30-seconds, 90 percent of the time. In 2013, the Department achieved the standard 38 percent of the time. Travel time standards for the first fire engine company are 5 minutes, 90 percent of the time. In 2013, the Department achieved the standard 71 percent of the time. The travel time standard for the first full-alarm assignment is 12 minutes, 90 percent of the time. In 2013, the Department achieved that standard 100 percent of the time (Shoreline Fire Department 2014).

For emergency medical response services, the turnout time standard is 1-minute, 90 percent of the time. In 2013, the Department achieved the standard 18 percent of the time. The travel time standard for a first-responder Basic Life Support unit is 5-minutes, 90 percent of the time. In 2013, the Department met the standard 85 percent of the. The travel time standard for the first Advanced Life Support unit is 10-minutes, 90 percent of the time. In 2013, the Department met the standard 97 percent of the (Shoreline Fire Department 2014).

Special operations standards include responses to hazardous materials incidents and technical rescue incidents. The travel time standard for hazardous materials incidents with a fire engine company is 5-minutes, 90 percent of the time. In 2013, the Department had no operations level hazardous materials calls. The travel time standard for technical rescue incidents is also 5-minutes, 90 percent of the time. In 2013, the Department achieved the standard 80 percent of the time (Shoreline Fire Department 2014).

### **Snohomish County Fire District 1**

The site is not currently within the boundaries of any municipal fire department or rural fire district in Snohomish County. Snohomish County Fire District 1 is the closest county fire district to the site and could provide service to the site once redevelopment occurs. District 1's headquarters are located at 12425 Meridian Avenue N in Everett (approximately 10 miles from the site). The District maintains 12 stations and employs approximately 197 firefighters and 24 volunteers to respond to fire and emergency service calls (Snohomish County Fire District 1, 2014).

The closest station to the site is Station 20 located at 23009 88<sup>th</sup> Avenue W in Edmonds (approximately 1.9 miles from the site). This station is equipped with a fire engine (Engine 20), a ladder truck (Ladder 20), and an aid unit vehicle (Aid 20). The station is staffed with three firefighters on duty at all times, including a Captain, Firefighter and

Firefighter/Paramedic. The station is cross staffed so that the crew can staff all equipment (Snohomish County Fire District 1, 2014).

Station 17 is also proximate to the site and is located at 275 6<sup>th</sup> Avenue N in Edmonds (approximately 2 miles from the site). Station 17 is equipped with a fire engine (Engine 17), an aid unit vehicle (Aid 17), and a medic unit vehicle (Medic 17). The station is staffed with five firefighters on duty at all times, including a Captain, two Firefighters, and two Firefighters/Paramedics (Snohomish County Fire District 1, 2014).

### Call Volume

In 2013, Fire District 1 received a total of approximately 19,712 calls for service, which represented an approximately 5 percent increase since 2011<sup>2</sup>. **Table 3.12-3** summarizes the total call volumes for the Department since 2011.

**Table 3.12-3**  
**SNOHOMISH COUNTY FIRE DISTRICT 1 SERVICE CALLS: 2011-2013**

	2011	2012	2013
Structure Fires	147	130	148
Non-Structure Fires	625	656	660
False Alarms	2,233	2,355	2,478
EMS	14,456	14,930	15,023
Other	1,246	1,490	1,403
<b>Total</b>	<b>18,677</b>	<b>19,561</b>	<b>19,712</b>
Mutual Aid Received	1,269	1,843	2,103
Mutual Aid Given	1,436	1,558	1,669

*Source: Snohomish County Fire District 1, 2014.*

### Level of Service Standards

Fire District 1 maintains a response time standard goal of 8 minutes or less on 90 percent of all emergency calls. In 2013, the average response time for all fire and emergency service calls was 5 minutes, 47 seconds. The average response time for calls to Station 20 was 6 minutes, while the average response time for calls to Station 17 was 5 minutes, 19 seconds (Snohomish County Fire District 1, 2014).

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<sup>2</sup> In 2010, Fire District 1 contracted with the City of Edmonds to provide fire and emergency service to the city. As such, 2011 represents the first year of full data for the District's current service boundaries.

## Police Service

The site is located within the service jurisdiction of the Snohomish County Sheriff's Office. However, due to the site location, first response police service is currently provided by the City of Shoreline Police Department due to their proximity to the site. The following provides a description of the existing conditions for the Snohomish County Sheriff's Office, as well as the City of Shoreline Police Department.

### **Snohomish County Sheriff's Office**

The Snohomish County Sheriff's Office serves three precinct areas (North, South, and East Precincts) and also provides contract service to six cities within the county (Stanwood, Snohomish, Sultan, Gold Bar, Index, and Darrington). The site is located within the service jurisdiction of the South Precinct, which encompasses all unincorporated areas of South Snohomish County bordering the City of Everett to the north, the Snohomish River to the east, King County to the south, and Puget Sound to the west. The South Precinct headquarters are located at 15928 Mill Creek Boulevard in Mill Creek (approximately nine miles from the site).

Overall, the Sheriff's Office employs approximately 278 commissioned personnel and maintains approximately 333 vehicles, 220 of which are assigned for patrol operations. The Sheriff's Office also employs approximately 72 civilian employees. The South Precinct includes approximately 60 commissioned personnel, each of which is assigned their own vehicle. Additional resources of the Sheriff's Office are also available to the South Precinct, including the K-9 unit, school security unit, transit police, and traffic unit. Staffing for the South Precinct is divided into five shifts with a minimum of five and a maximum of nine commissioned personnel on each shift; one supervisor is also assigned to each shift (Snohomish County Sheriff's Office, 2014).

### **Call Volume**

In 2013, the Snohomish County Sheriff's Office received approximately 206,013 calls for service, which represented an approximately 25 percent decrease in calls over the last five years. The South Precinct received approximately 107,459 calls for service in 2013, an approximately 22 percent decrease since 2009. **Table 3.12-4** summarizes call volumes to the Sheriff's Office over the past five years (Snohomish County Sheriff's Office, 2014).

**Table 3.12-4**  
**SNOHOMISH COUNTY SHERIFF'S OFFICE CALL VOLUMES – 2009-2013**

	2009	2010	2011	2012	2013
<b>Total Calls</b>	256,527	256,526	219,509	228,628	206,013
<b>South Precinct Calls</b>	131,217	120,601	115,934	120,401	107,459

*Source: Snohomish County Sheriff's Office, 2014.*

### Level of Service Standards

The Snohomish County Sheriff's Office does not maintain level of service standards; however, the Sheriff's Office has a current staffing level of approximately 0.85 commissioned officers per 1,000 population. The current staffing level is similar to other jurisdictions in the Puget Sound region, such as the King County Sheriff's Office and Pierce County Sheriff's Office (Washington Association of Sheriffs and Police Chiefs, 2014). The Snohomish County Sheriff's Office is currently undergoing a staffing study to analyze patrol staffing levels and the results are anticipated to be available at the end of 2015 (Snohomish County Sheriff's Office, 2014).

### City of Shoreline Police Department

The City of Shoreline Police Department currently provides first response police service to the site due to the proximity of their facilities to the site. Based on their current contract, the Shoreline Police Department could discontinue service to the site once redevelopment occurs. The City of Shoreline Police Station is located at 1206 N 185<sup>th</sup> Street in Shoreline (approximately 2.5 miles from the site).

The Department employs 52 staff members, including 49 commissioned officers, 2 administrative staff, and 1 community service officer. Each commissioned officer is assigned their own vehicle and the Department also maintains a Community Service Officer van and a prisoner transport van. Staffing for the Department is divided into 5 shifts and the minimum staffing level per shift is 4 patrol officers and 1 sergeant, with the exception of the 2:00 AM to 10:00 AM shift, which has a minimum staffing level of 3 patrol officers and 1 sergeant (Shoreline Police Department, 2014).

### Call Volume

In 2013, the Shoreline Police Department received approximately 13,139 calls for service, which represented an approximately 16 percent increase in call volumes since 2009. In addition to calls for service, the Department also responds to on-view activity (i.e., traffic stops, suspicious activity, etc.). In 2013, the Department responded to 11,209 on-view activity incidents and typically averages over 11,000 on-views per year. **Table 3.12-5** summarizes call volumes over the last five years (Shoreline Police Department, 2014).

**Table 3.12-5**  
**SHORELINE POLICE DEPARTMENT CALL VOLUMES – 2009-2013**

	2009	2010	2011	2012	2013
Total Calls	11,261	10,981	11,343	12,045	13,139

*Source: Shoreline Police Department, 2014.*

### Level of Service Standards

The Shoreline Police Department has established level of service standards of 1 officer per 1,000 residents and to respond to Priority-X emergency calls for service (critical dispatches –

i.e., shootings, robberies, etc.) within 5 minutes. In 2012, the Department maintained a staff level of 0.99 officers per 1,000 residents and had been at approximately 1 officer per 1,000 residents for the previous five years. In 2012, the Department responded to Priority-X calls at an average response time of 3 minutes, 39 seconds and has responded to such calls in under 5 minutes for the past five years (Shoreline Police Department, 2012).

## Public Schools

The site is located within the enrollment boundary of the Edmonds School District. In addition, due to the site location, schools within the Shoreline School District are also located in close proximity to the site. The following provides a summary of the existing conditions in both the Edmonds School District and Shoreline School District.

### **Edmonds School District**

The Edmonds School District is the largest school district in Snohomish County and covers an area of approximately 36 square miles in southwest Snohomish County, including the site. The District contains 31 schools, including 20 schools serving grades K-6, two schools serving grades K-8, four schools serving grades 7-8, five schools serving grades 9-12, and a resource center for home-schooled students; the District also has a special program for students with severe disabilities. The Edmonds School District serves a total student population of approximately 20,308 students (Edmonds School District, 2014).

The schools that would primarily serve the site include Sherwood Elementary School (located approximately 0.9 mile from the site at 22901 106<sup>th</sup> Avenue W, Edmonds), Westgate Elementary (located approximately 1.6 miles from the site at 9601 220<sup>th</sup> Street SW, Edmonds), College Place Middle School (located approximately 3.3 miles from the site at 7501 208<sup>th</sup> Street SW, Lynnwood) and Edmonds-Woodway High School (located approximately 2.8 miles from the site at 7600 212<sup>th</sup> Street SW, Edmonds).

Based on the current (2014) existing facilities, the Edmonds School District has the capacity to accommodate approximately 27,755 students at the elementary, middle school, and high school levels. **Table 3.12-6** summarizes the existing capacity for the District, as well as the existing schools that would serve the site.

### **Existing Enrollment**

In 2013, the Edmonds School District had a total student enrollment of approximately 20,308 students, which represented less than one percent increase in student enrollment since 2009. **Table 3.12-7** summarizes the enrollment for the District since 2009, as well as for each of the schools that would serve the site.

**Table 3.12-6**  
**EDMONDS SCHOOL DISTRICT SCHOOL CAPACITY**

	Maximum Student Capacity
Sherwood Elementary School	480
Westgate Elementary School	504
Collage Place Middle School	962
Edmonds-Woodway High School	1,789
<b>Total Edmonds School District</b>	<b>27,755</b>

*Source: Edmonds School District, 2014.*

**Table 3.12-7**  
**EDMONDS SCHOOL DISTRICT ENROLLMENT SUMMARY – 2009-2013**

	2009	2010	2011	2012	2013
Sherwood Elementary	459	437	427	416	423
Westgate Elementary	445	455	462	450	461
College Place MS	572	576	567	565	529
Edmonds-Woodway HS	1,767	1,717	1,619	1,618	1,618
<b>Total Edmonds School District</b>	<b>20,279</b>	<b>20,341</b>	<b>20,212</b>	<b>20,095</b>	<b>20,308</b>

*Source: Edmonds School District, 2014.*

Based on the existing school capacities identified in **Table 3.12-6**, all of the schools that would serve the site are currently under capacity.

#### Projected Enrollment

Future enrollment projections for the Edmonds School District indicate that the District enrollment is anticipated to increase by approximately two percent by 2019. **Table 3.12-8** summarizes student enrollment projections for the District, as well as schools that would serve the site.

Based on the existing school capacities identified in **Table 3.12-6**, both of the elementary schools (Sherwood Elementary and Westgate Elementary) would be over capacity by 2019 based on enrollment projections and with no future capacity improvements. College Place Middle School and Edmonds-Woodway High School would continue to be below capacity based on the future enrollment projections.

**Table 3.12-8  
EDMONDS SCHOOL DISTRICT ENROLLMENT PROJECTION SUMMARY – 2015-2019**

	2015	2016	2017	2018	2019
Sherwood Elementary	491	523	579	648	719
Westgate Elementary	498	509	540	564	571
College Place MS	490	501	492	492	455
Edmonds-Woodway HS	1,554	1,513	1,448	1,440	1,397
<b>Total Edmonds School District</b>	<b>20,094</b>	<b>20,258</b>	<b>20,414</b>	<b>20,533</b>	<b>20,748</b>

*Source: Edmonds School District, 2014.*

### Level of Service Standards

The Edmonds School District identifies level of service standards for elementary schools, middle schools, and high schools. With a total of 598 existing elementary school classrooms, the District could accommodate 14,352 elementary students. With a total of 172 middle school teaching stations, the District could accommodate 4,310 middle school students within its facilities. Based on their current high school facilities, the District would accommodate 8,599 high school students (Edmonds School District, 2014).

### School District Planning

The Edmonds School District Capital Facilities Plan (2014-2019) identifies several construction projects that would occur by 2019, including replacing existing schools and expanding, modernizing, and upgrading existing schools. Planned projects include a new Alternative Learning Center, the replacement of Madrona Elementary School, the replacement of Lynndale Elementary School, the replacement of Alderwood Middle School, the expansion/modernization of Lynnwood, Mountlake Terrace and Spruce Elementary Schools, and expanding capacity at ten other elementary schools. Specific funding for these planned projects are still to be determined (Edmonds School District, 2014).

### Shoreline School District

The Shoreline School District is located to the south of the site, within King County, and serves the cities of Shoreline and Lake Forest Park. While the site is not located within the Shoreline School District boundaries, the District has allowed out-of-district boundary exemption requests for students in certain situations in the past. However, due to current enrollment growth, long-range enrollment forecasts and State class size reduction plans the District will no longer be accepting out-of-district boundary exemption requests beginning with the 2015-2016 school year (Shoreline School District, 2014).

The District includes nine elementary schools, two middle schools, two high schools, a children's center (pre-K), and a K-8 alternative school. The Shoreline School District serves a total student population of approximately 9,200 students. The schools that are closest to the site include Syre Elementary School (located approximately one mile from the site at 19545 12<sup>th</sup> Avenue NW, Shoreline), Einstein Middle School (located approximately 1.5 mile

from the site at 19343 3<sup>rd</sup> Avenue NW, Shoreline), and Shorewood High School (located approximately 2.5 mile from the site at 17300 Fremont Avenue N, Shoreline).

Based on the current facilities, Shoreline School District has the capacity to accommodate approximately 27,755 students at the elementary, middle school, and high school levels.

**Table 3.12-9** summarizes the existing capacity for the District as well as the existing schools that are closest to the site.

**Table 3.12-9**  
**SHORELINE SCHOOL DISTRICT SCHOOL CAPACITY**

	Maximum Student Capacity
Syre Elementary School	525
Einstein Middle School	*
Shorewood High School	1,600

*Source: Shoreline School District, 2015.*

\*Middle school capacity not available from Shoreline School District.

### Existing Enrollment

In 2013, Shoreline School District had a total student enrollment of approximately 8,532 students, which represented a less than one percent increase in student enrollment since 2009. **Table 3.12-10** summarizes the enrollment in the District since 2009.

**Table 3.12-10**  
**SHORELINE SCHOOL DISTRICT ENROLLMENT SUMMARY – 2009-2013**

	2009	2010	2011	2012	2013
Elementary (K – 6)	4,125	4,177	4,206	4,254	4,391
Middle School (7 – 8)	1,304	1,338	1,361	1,371	1,409
High School (9 – 12)	3,068	2,898	2,732	2,658	2,733
<b>Total Shoreline School District</b>	<b>8,497</b>	<b>8,413</b>	<b>8,299</b>	<b>8,283</b>	<b>8,532</b>

*Source: Shoreline School District, 2014.*

Current enrollment for schools that could serve the site include 504 students at Syre Elementary, 687 students at Einstein Middle School, and 1,555 students at Shorewood High School (Shoreline School District, 2015).

### Projected Enrollment

Shoreline School District is currently in the process of updating their long-range enrollment projections. The most recent projections (2006) provide three projection scenarios (low, medium, and high projections) and indicate that the District's enrollment is anticipated to increase by approximately three percent under the "medium" projection by 2020. **Table 3.12-11** summarizes student enrollment projections for the District under a "low", "medium", and "high" enrollment projection.

**Table 3.12-11  
SHORELINE SCHOOL DISTRICT ENROLLMENT PROJECTION SUMMARY – 2015-2020**

	2015	2016	2017	2018	2019	2020
“Low” District Projection	9,220	9,290	9,324	9,367	9,398	9,483
“Medium” District Projection	9,485	9,568	9,609	9,654	9,693	9,749
“High” District Projection	9,706	9,967	10,029	10,094	10,151	10,198

*Source: Shoreline School District, 2006.*

### Level of Service Standards

Shoreline School District follows staffing ratios for each grade level which are considered well-established norms; however, these ratios are not considered formal policy (Shoreline School District, 2014). **Table 3.12-12** summarizes the staffing ratios for the District.

**Table 3.12-12  
SHORELINE SCHOOL DISTRICT STAFFING RATIOS**

Grade Level	Staffing Ratio
Kindergarten	23
1 <sup>st</sup> Grade	25.9
2 <sup>nd</sup> Grade	25.9
3 <sup>rd</sup> Grade	25.9
4 <sup>th</sup> Grade	27
5 <sup>th</sup> Grade	28
6 <sup>th</sup> Grade	28
7 <sup>th</sup> Grade	25.1
8 <sup>th</sup> Grade	25.1
9 <sup>th</sup> Grade	25.1
10 <sup>th</sup> Grade	25.1
11 <sup>th</sup> Grade	25.1
12 <sup>th</sup> Grade	25.1

*Source: Shoreline School District, 2014.*

### School District Planning

As described above, Shoreline School District is currently updating its Capital Facilities Plan. Historically, the District has provided a process for out-of-district boundary exemption requests for students who live outside of the District’s boundary (such as from the site); however, as of the 2015-2016 school year the District will no longer accept out-of-district boundary exemption requests due to current enrollment, long-range enrollment forecasts and State class size reduction plans (Shoreline School District, 2015).

## Parks and Recreation

**Parks and Recreational Facilities**

There are currently no parks or recreational facilities located on the site. Public access to the Puget Sound shoreline at the site is also not available due to the U.S. Homeland Security Department's requirements related to the current industrial use of the site.

Snohomish County presently manages approximately 9,800 acres of parkland, including trails, fresh water and saltwater beaches, river estuaries, forests and lakes. The County classifies or groups parks according to their use and management. These classifications include: regional parks, community parks, neighborhood parks, trails, open space preserves, and special use parks.

There are no Snohomish County parks in the immediate vicinity of the site. The nearest County-owned park to the site is Esperance Park, a 6.2-acre community park located approximately 2.5-miles to the northeast of the site. This park features sport fields and courts, a playground, trails, and picnic areas. Several King County and municipal facilities are located in the site vicinity such as Kayu Kayu Ac Park and Richmond Beach Community Park. Parks and recreational facilities within approximately one mile of the site are shown in **Table 3.12-13**.

**Table 3.12-13  
EXISTING PARKS & RECREATIONAL FACILITIES IN THE SITE VICINITY**

Name	Managing Jurisdiction	Classification	Size (Ac.)	Facilities	Distance/ Direction from Site (Miles)
Kayu Kayu Ac Park	Shoreline	Neighborhood	1.8	Play area, open lawn, picnic tables, benches, viewing platform, public art, restrooms	0.25/south
Richmond Beach Community Park	Shoreline	Neighborhood	3.1	Playground, picnic tables, tennis courts, trails, restrooms	0.5/south
Richmond Beach Saltwater Park	Shoreline	Citywide	32.4	Beach/water access, trails, playground, picnic shelters, public art, restrooms	0.9/south
Strandberg Preserve Open Space	Shoreline	Natural Area	2.6	Open space and trails	0.9/south-east
Hickman Park	Edmonds	Neighborhood	5.6	Picnic shelters, trails, sports fields/courts, workout stations, playground, restrooms	0.6/east

**Table 3.12-13 Continued**

<b>Name</b>	<b>Managing Jurisdiction</b>	<b>Classification</b>	<b>Size (Ac.)</b>	<b>Facilities</b>	<b>Distance/ Direction from Site (Miles)</b>
Marina Beach Park (Point Edwards Park)	Edmonds	Regional	3.4	Beach with volleyball courts, playground, picnic area, trails, open lawn, boat launch, restrooms	1.3/north
Edmonds City Park	Edmonds	Community	13.9	Playgrounds, baseball field, soccer field, outdoor pool, outdoor performance area, picnic shelters, restrooms.	1.3/north
Esperance Park	Snohomish County	Community	6.2	Athletic fields, sand volleyball court, trails, playground, picnic areas.	2.5/northeast

*Source: Shoreline Parks, Recreation and Open Space Plan, 2011; Edmonds Parks, Recreation and Open Space Plan, 2014.*

### **Parks Level of Service Standards**

Based on the 2007 *Snohomish County Comprehensive Parks and Recreation Plan* that was in place at the time the Point Wells UC application was submitted (in 2011), the County's minimum level of service (LOS) for parks is one new community park per 21,000 new residents, and one new community park facility per 28,500 new residents. Community parks are larger parks that provide the setting for community and recreational opportunities. These parks often accommodate activities that require a specific amount of space, such as soccer fields, baseball fields, and skate parks. Community parks sometimes provide amenities such as waterfront access and may include natural areas. These parks also typically provide park amenities, such as picnic tables, restrooms, playgrounds, trails, shelters, and basketball and tennis courts.

In 2014, Snohomish County began the process of considering alternative parks and recreation LOS methods to those that are currently in place. Alternatives that are under consideration include a capacity LOS method by grouped amenities (active, passive, regional trails, etc.), and a per capita LOS method. These alternative LOS methods were not considered in this DEIS, as the LOS standard applicable to Point Wells is that which was in place when the complete application was submitted in 2011, as described above.

### **Parks Planning**

The 2007 *Snohomish County Comprehensive Park and Recreation Plan* is a component of the County's Comprehensive Plan. This element is used in conjunction with the General Policy Plan (GPP) and Capital Facilities Plan (CFP) to guide park activities. The Comprehensive Park and Recreation Plan identifies potential actions, goals, policies, and recommendations for the future needs for parks in Snohomish County. The plan was updated in June 2015 with the adoption of a new Park and Recreation Element of the Snohomish County Comprehensive Plan. However, the 2007 Plan was the plan that was in place in 2011 when complete applications for the Point Wells project were submitted.

### **Park and Recreation Impact Fee**

Most new development in Snohomish County is required to pay park and recreation impact fees, in accordance with SCC 30.66A. The purpose of SCC 30.66A are:

- To ensure that adequate park land and park facilities are available to serve new growth and development;
- To require that new growth and development pay its proportionate share of the costs of new park land and park facilities identified in the capital facilities plan element of the comprehensive plan that are reasonably related to the new development.

### **Shoreline Master Program Regulations**

Based on the Snohomish County Shoreline Management Master Program that was in place at the time the Point Wells UC application was submitted (in 2011), the upland shoreline areas of the site were designated Urban Environment and the tideland shoreline areas were designated Conservancy Environment. The Urban Environment is intended to insure optimum use of shorelines within urbanized areas by providing for intensive public use and managing development so that it enhances and maintains shorelines for a multiplicity of urban uses; the Conservancy Environment designation is intended to protect, conserve, enhance, and manage existing natural resource areas and valuable historic cultural areas in a manner that will insure recreational benefits to the public, or achieve sustained resource utilization without substantial adverse modification of shorelines or topography. In 2012, Snohomish County completed an update to their Shoreline Management Program and designated the upland shoreline areas of the site Urban shoreline environment and the tideland shoreline areas as Aquatic. The Urban designation is intended to absorb higher density uses while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded. An additional purpose of the Urban shoreline designation is to provide appropriate public access and recreational uses. The Aquatic designation is intended to protect, restore, and manage the unique characteristics and resources of the areas waterward of the ordinary high water mark (see **Section 3.9, Relationship to Plans, Policies and Regulations**, for details on the SMP).

As mentioned previously, there is currently no public access to the shorelines at the site and there are no existing parks or recreational uses onsite.

#### **3.12.2 Impacts of the Alternatives**

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This sub-section analyzes impacts to public services in the vicinity of the site with proposed redevelopment. Impacts are expected to be similar for Alternative 1 and Alternative 2; any differences between the alternatives are noted.

## Alternatives 1 and 2

### **Fire and Emergency Services**

As described under *Affected Environment*, the site is not currently located within the boundaries of any municipal fire department or rural fire district; service is currently provided through a contract with Shoreline Fire Department. However, Shoreline Fire Department has indicated that this contract could be terminated with redevelopment of the site. For this DEIS, it is assumed that Snohomish County Fire District 1 would provide fire and emergency service to the site; however, an analysis of potential impacts to the Shoreline Fire Department is also provided in the event that they would provide service through a renewal of their current contract or annexation of the site by the City of Shoreline.

### **Construction Impacts**

Under Alternatives 1 and 2, the Snohomish County Fire Marshal's Office would be involved in the review and inspection of building permit applications for new development on the site. The Fire Marshal's Office would also conduct final on-site inspections for new development to ensure that construction complies with applicable fire and life safety standards. In addition, site preparation and construction activities would increase the risk of a medical emergency or accidental fire on the site. Fire and emergency service calls could be generated as a result of construction-related accidents and injuries during the development process onsite. Potential construction-related increases in demand for fire service would be temporary in nature and would cease once full buildout of the site is completed. It is anticipated that Snohomish County Fire District 1 would be the primary responder for fire and emergency service calls generated during construction; Shoreline Fire Department may also respond to fire and emergency service calls given their proximity to the site.

### **Operation Impacts**

#### ***Snohomish County Fire District 1***

Proposed development under Alternatives 1 and 2 would result in an incremental increase in on-site residents and employees, and an associated incremental increase in demand for fire and emergency services. It is anticipated that Alternative 1 would generate a higher level of demand than Alternative 2 because there would be more development and associated population. Snohomish County Fire District 1 has indicated that based on current call volumes, development could result in an estimated increase of approximately 453 calls per year under Alternative 1 and approximately 383 calls per year under Alternative 2 (Snohomish County Fire District 1, 2014).

As noted in the discussion under *Affected Environment*, Station 20 and Station 17 are the closest to the site and are staffed 24 hours a day, seven days per week. Snohomish County Fire District 1 anticipates that a two-bay community fire station with a fire engine and medic unit would be needed to serve the increased demand associated with development

under Alternatives 1 and 2. Daily staffing for the fire station would include three full-time personnel, including a captain, a fire fighter/paramedic, and a fire fighter; all personnel would be cross-trained to staff both units (Snohomish County Fire District 1, 2014).

Under Alternative 1 and 2, building space for fire facilities would be provided in the commercial/office area onsite. In addition, a secondary access route would be provided to the site to meet Snohomish County Engineering and Development Standards (EDDS 3-01(B)(5)). Three potential routes have been identified that could serve the site: Route 1 – 238<sup>th</sup> Street SW Extension, Route 2 – 116<sup>th</sup> Avenue W Extension, and Route 2A – Variation of Route 2 (see **Chapter 2** and **Appendix B** for details). All of these potential routes would connect with existing roadways to the west of the site within Woodway and would provide an additional access point for fire and emergency responders to serve the site.

It is anticipated that tax revenues generated from proposed development under Alternatives 1 and 2 (including property tax, sales tax on construction, and ongoing sales tax) would accrue to the County and would help to offset the increased demand for fire and emergency service. Specific fire and emergency service needs would be identified and planned for as part of the Fire District's annual strategic planning and budgeting process (see Section 3.14, **Fiscal and Economic Impacts**, and **Appendix L** for details). As a result, significant impacts to Snohomish County Fire District 1 are not anticipated with proposed development under Alternatives 1 and 2.

### *Shoreline Fire Department*

In the event that the Shoreline Fire Department serves redevelopment on the site under Alternatives 1 and 2 (through a renewal of their current contract or annexation of the site by the City of Shoreline), it is anticipated that incremental increases in demand for fire and emergency services would occur, similar to described above for Snohomish County Fire District 1. Alternative 1 would generate a greater demand than Alternative 2. The Shoreline Fire Department has indicated that based on current call volumes (approximately one call per eight people), proposed development could result in an estimated increase of approximately 708 calls per year under Alternative 1 and approximately 598 calls per year under Alternative 2 (Shoreline Fire Department, 2014).

Under Alternatives 1 and 2, building space for fire facilities would be provided in the commercial/office area onsite. However, the Shoreline Fire Department recommends that a new station be built at the current Station 62 location (1851 NW 195<sup>th</sup> Street, approximately one mile to the southeast) as opposed to onsite, so that the station could effectively serve other surrounding areas as well. The Shoreline Fire Department anticipates that a new station would have three, extra-deep apparatus bays, at least two of which would be drive through bays. Initially the new station would house an engine and aid car as the primary units, with space available for a medic unit, ladder truck, or rescue unit with a boat in the future. It is anticipated that the station would require a staffing level of five firefighters that would be crossed trained to staff the engine or aid car, as necessary (Shoreline Fire Department, 2014).

A secondary access road would also be provided to the site that would create an additional access point for fire and emergency responders and further enhance the Department's ability to serve the site.

If the site remains in Snohomish County, tax revenues generated from proposed development under Alternatives 1 and 2 would accrue to the County. An inter-local agreement between Snohomish County and City of Shoreline could be executed to direct some tax revenues to the City to help offset increased demand for fire and emergency services. If the site is annexed by the City, tax revenues would accrue to the City, and could be used to help fund fire and emergency service. Specific fire and emergency service needs would be identified and planned for as part of the Fire Department's annual strategic planning and budgeting process (see Section 3.14, **Fiscal and Economic Impacts**, and **Appendix L** for details). As a result, significant impacts to the Shoreline Fire Department are not anticipated.

### **Police Services**

As described above under *Affected Environment*, the site is located within the service jurisdiction of the Snohomish County Sheriff's Office and it is anticipated that they would continue to serve the site with proposed redevelopment under Alternatives 1 and 2. Due to the site location, first response police service is currently provided by the City of Shoreline Police Department based on an existing contract with the Shoreline Police Department; however, the Shoreline Police Department has indicated that this contract could be terminated and police service to the site discontinued once redevelopment occurs on the site. For the DEIS analysis, it is assumed that the Snohomish County Sheriff's Office would provide police services to the site; an analysis of potential impacts to the Shoreline Police Department is also provided in the event that they could provide service through a renewal of their current contract or annexation of the site by the City of Shoreline.

### **Construction Impacts**

Construction activities under Alternatives 1 and 2 could result in an increase in demand for police services. It is anticipated that the Snohomish County Sheriff's Office would be the primary responder for police service calls generated during construction; however, the Shoreline Police Department may also respond to calls given their proximity to the site. Service calls to the Snohomish County Sheriff's Office could increase during construction due to potential construction site theft or vandalism. Potential construction-related increases in demand for police services during construction would be temporary in nature and would cease once full buildout of the site is completed. It is anticipated that existing Snohomish County Sheriff's Office staff would be able to respond to the potential increase in service calls from construction activities.

## Operational Impacts

### *Snohomish County Sheriff's Office*

Proposed development under Alternatives 1 and 2 would result in an incremental increase in on-site residents and employees, as well as an associated incremental increase in demand for police services. It is anticipated that Alternative 1 would generate a higher level of demand than Alternative 2 because there would be more development and associated population. Based on the anticipated on-site population and employment on the site under Alternatives 1 and 2, the Snohomish County Sheriff's Office anticipates that they would receive approximately 5,000 calls for services per year from the Point Wells Project (Snohomish County Sheriff's Office, 2015).

Based on the increased number of service calls, it would be difficult for the Snohomish County Sheriff's Office to adequately serve proposed development under Alternatives 1 and 2 with their existing services and precinct locations. The Sheriff's Office would need to increase the number of staff and associated vehicles/equipment to serve proposed development. Based on communications with the Sheriff's Office, they estimate that they would need approximately six additional staff to provide an appropriate level of service for the site. Personnel would likely include one sergeant to serve as the chief and head of operations and five deputies would be assigned to the area (Snohomish County Sheriff's Office, 2015).

Since the closest existing station is the South Precinct Office (located in Mill Creek – approximately nine miles from the site), the Sheriff's Office anticipates that new personnel would be able to best serve the site from a sub-station within the site. The sub-station should include office space for the deputies and community to interact; an office for the chief/sergeant; an interview/hold room for witnesses, victims and suspects; and, meeting room (Snohomish County Sheriff's Office, 2015).

Under Alternatives 1 and 2, space for police facilities would be provided in the commercial/office area onsite. A secondary access road would also be provided to the site that would create an additional access point for police responders and enhance the Sheriff's Office's ability to serve the site.

Tax revenues generated from proposed development under Alternatives 1 and 2 would accrue to Snohomish County and would help to offset the increased demand for police service. Specific police service needs would be identified and planned for as part of the Sheriff's Offices' annual strategic planning and budgeting process (see Section 3.14, **Fiscal and Economic Impacts on Surrounding Jurisdictions**, and **Appendix L** for details). As a result, significant impacts to the Snohomish County Sheriff's Office are not anticipated.

### *Shoreline Police Department*

In the event that the Shoreline Police Department serves the site under Alternatives 1 and 2 (either through a renewal of their current contract or annexation of the site by the City of Shoreline), it is anticipated that incremental increased demands for police services would occur similar to described above for the Snohomish County Sheriff's Office. Alternative 1 would generate a greater demand for service than Alternative 2.

With the anticipated population and increased number of service calls, it is anticipated that the Shoreline Police Department would need to increase their staff and associated vehicles/equipment to serve proposed development at the site. Based on communication with the Shoreline Police Department, the Department estimates that they would need approximately seven additional staff members (six officers and one sergeant) to provide an appropriate level of service under Alternative 1. Development under Alternative 2 would require approximately six new staff members (five officers and one sergeant) (Shoreline Police Department, 2015).

As indicated under *Affected Environment*, the existing Shoreline Police Department station is located approximately 2.5 miles from the site. The additional personnel identified above for each alternative would be responsible for staffing the new facility; specific on-duty staffing levels would depend upon the hours of service for the station and whether the facility is open to the public (Shoreline Police Department, 2015).

Under Alternatives 1 and 2, space for police facilities would be provided in the commercial/offices area onsite. A secondary access road would also be provided to the site that would create an additional access point for police responders and enhance the Department's ability to serve the site.

If the site remains in Snohomish County, tax revenues generated from proposed development under Alternatives 1 and 2 would accrue to the County. An inter-local agreement between Snohomish County and City of Shoreline could be executed to direct some tax revenues to the City to help offset increased demands for police services. If the site is annexed by the City, tax revenues would accrue to the City, and could be used to help fund police service. Specific police service needs would be identified and planned for as part of the Police Department's annual strategic planning and budgeting process (see Section 3.14, **Fiscal and Economic Impacts on Surrounding Jurisdictions**, and **Appendix L** for details). As a result, significant impacts to the Shoreline Police Department are not anticipated.

### **Public Schools**

As described under *Affected Environment*, the site is located within the enrollment boundary of the Edmonds School District. Based on the site's location, schools within the Shoreline School District are also located in proximity to the site; however, due to current enrollment growth, long-range enrollment forecasts and State class size reduction plans the Shoreline School District will no longer be accepting out-of-district boundary exemption

requests beginning with the 2015-2016 school year. For this DEIS, it is assumed that the Edmonds School District would provide public school service for proposed development under Alternatives 1 and 2; an analysis of potential impacts to the Shoreline School District is also provided in the event the site is annexed by the City of Shoreline in the future.

### Construction Impacts

Construction activities associated with Alternatives 1 and 2 would not generate any additional students on the site that could affect existing public schools. No existing schools are located on or adjacent to the site (the closest school to the site is Sherwood Elementary School located approximately 0.9 mile from the site) that could be impacted by construction of the project. As a result, construction-related impacts such as noise, air emissions, and traffic are not expected to impact public schools.

### Operational Impacts

#### *Edmonds School District*

Proposed residential development and associated increases in on-site population under Alternatives 1 and 2 would generate additional student enrollment in the Edmonds School District. However, the dedicated senior housing (approximately 1,100 units under Alternative 1 and 994 units under Alternative 2) is not expected to generate any new students. Increases in on-site population and associated student generation would occur incrementally as the site develops over the full buildout period and would be accompanied by subsequent increases in demand for public school service.

The Edmonds School District identifies their student generation rate for multifamily housing in their *2014-2019 Capital Facilities Plan* and assumes that each unit would generate 0.17 students overall, including the following:

- Kindergarten to 6<sup>th</sup> Grade: 0.1 students per multifamily housing unit
- 7<sup>th</sup> to 8<sup>th</sup> Grade: 0.03 students per multifamily housing unit
- 9<sup>th</sup> to 12<sup>th</sup> Grade: 0.04 students per multifamily housing unit

Based on these student generation rates and the approximately 1,981 multifamily housing units<sup>3</sup> that could generate students under Alternatives 1 and 1,606 units that could generate students under Alternative 2, respectively, it is anticipated that at build out proposed development would generate approximately 336 students under Alternative 1

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<sup>3</sup> The number of multifamily housing units used to calculate student generation from the Point Wells site does not include the approximately 1,100 senior housing units under Alternative 1 or the approximately 994 senior housing units under Alternative 2.

and approximately 273 new students under Alternative 2. **Table 3.12-14** summarizes the student generation under Alternatives 1 and 2.

**Table 3.12-14**  
**POINT WELLS PROJECTED STUDENT GENERATION – EDMONDS SCHOOL DISTRICT**

	Multifamily Residential Units	Elementary School Students	Middle School/Junior High Students	High School Students	Total Students
Alternative 1	1,981	198	59	79	336
Alternative 2	1,606	161	48	64	273

*Source: Edmonds School District and EA Engineering, 2015.*

Based on the existing school capacities identified in **Table 3.13-6**, both of the elementary schools (Sherwood Elementary and Westgate Elementary) would be over capacity by 2019 based on enrollment projections, and would require facility improvements/modifications or attendance area modifications to accommodate additional students, including students generated by the Point Wells Project. College Place Middle School and Edmonds-Woodway High School would continue to be below capacity based on the future enrollment projections and could accommodate additional students generated by development under Alternatives 1 and 2.

As noted previously, the Edmonds School District Capital Facilities Plan (2014-2019) identifies several construction projects that are planned to occur by 2019, including replacing existing schools and expanding, modernizing and upgrading existing schools. These projects include replacing Madrona Elementary School, replacing Lynndale Elementary School, replacing Alderwood Middle School, expanding/modernizing Lynnwood, Mountlake Terrace and Spruce Elementary Schools, and expanding capacity at ten other elementary schools. With these projects, Edmonds School District could accommodate additional students generated by proposed development under Alternatives 1 and 2, as well as other future development within the District.

It is anticipated that future student enrollment would be addressed by Edmonds School District through their capital facilities planning process. Property tax revenues generated by proposed development and allocated to school districts by the State are intended to address the demands for public schools. Edmonds School District also has an excess levy for maintenance and construction that is subject to voter approval. Given the complexity and uncertainty in funding schools with the property taxes and levies, it is difficult to assess how the proposed Point Wells Project would impact the District's finances. The District could adopt an impact fee requirement to generate additional revenue to pay for incremental demands on its facilities from future growth (see Section 3.14, **Fiscal and Economic Impacts**, and **Appendix L** for details).

### *Shoreline School District*

In the event that Shoreline School District would serve proposed development under Alternatives 1 and 2 (through an annexation of the site by the City of Shoreline), it is anticipated that incremental increased demand for public school services would occur similar to described above for Edmonds School District. Again, it is anticipated that Alternative 1 would generate a greater demand for school service than Alternative 2.

Shoreline School District has identified a student generation rate of 0.20 students per multifamily housing unit. Based on this student generation rate and the approximately 1,981 multifamily housing units<sup>4</sup> that would could generate students under Alternatives 1 and 1,606 units that could generate students under Alternative 2, respectively, it is anticipated that Alternative 1 would generate approximately 396 students and Alternative 2 approximately 321 new students at buildout. **Table 3.12-15** summarizes student generation under Alternatives 1 and 2.

**Table 3.12-15**  
**POINT WELLS PROJECTED STUDENT GENERATION – SHORELINE SCHOOL DISTRICT**

	Multifamily Residential Units	Total Students
Alternative 1	1,981	396
Alternative 2	1,606	321

*Source: Shoreline School District and EA Engineering, 2015.*

Since the student generation rate for the Shoreline School District does not provide a breakdown for elementary, middle school, and high school students it is difficult to determine specific impacts that could occur at each school level by the additional students generated under Alternatives 1 and 2. However, as noted under the Existing Conditions discussion, each of the schools that could potentially serve the site (Syre Elementary, Einstein Middle School, and Shorewood High School) are currently very close to their student capacity based on existing enrollment. Therefore, additional students generated by proposed Point Wells development could exceed the capacity of these schools and could create the need for facility improvements/modifications or attendance area modifications to accommodate additional students.

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<sup>4</sup> The number of multifamily housing units used to calculate student generation with proposed development does not include the approximately 1,100 senior housing units under Alternative 1 or the approximately 994 senior housing units under Alternative 2.

As indicated in *Affected Environment*, Shoreline School District is in the process of updating its Capital Facilities Plan. It is anticipated that future student enrollment would be addressed by the District through their capital facilities planning process. Property tax revenues allocated by the State to school districts are intended to address the demands for public schools. Shoreline School District also has an excess levy for maintenance and construction. Again, it is difficult to assess how the proposed Point Wells Project would impact the District's finances. The District could adopt an impact fee requirement to generate additional revenue to pay for incremental demands on its facilities from future growth (see Section 3.14, **Fiscal and Economic Impacts**, and **Appendix L** for details).

## **Parks and Recreation**

### **Construction Impacts**

Construction activities associated with proposed development under Alternatives 1 and 2 would result in periodic increases in dust and noise levels from construction of new site infrastructure (e.g., roadways, other paved areas, and utilities) and buildings. No existing parks or recreational facilities are present at the site; as such, construction of the Point Wells Project would not impact any of these resources. Construction activities are not anticipated to result in impacts at parks and recreational facilities in the vicinity of the site due to the distance to these areas and intervening land uses and roads. The closest park to the site is Kayu Kayu Ac Park (located approximately 0.25-mile south of the site) which would largely be buffered from site construction by intervening land uses.

### **Operational Impacts**

Under Alternatives 1 and 2, approximately 34.6 acres of the site would be in open space, including 8.5 acres of publically-accessible active open space<sup>5</sup>, 11.9 acres of publically accessible passive open space<sup>6</sup>, and 14.2 acres of semi-private open space. Approximately 1.7 miles of sidewalks and trails would be provided onsite that would connect to trails in the Town of Woodway and City of Shoreline.

With proposed development, natural areas onsite would be recreated. The forested slope along the site's eastern boundary would be extended through the site to create a new woodland area with daylighted stream. A new seawall would be built and the Puget Sound shoreline would be restored with new habitat areas.

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<sup>5</sup> Snohomish County Parks and Recreation considers active recreation/open space areas to be amenities which generally promote an elevated heart rate when used, such as but not limited to ball fields, sport courts, and playgrounds.

<sup>6</sup> Snohomish County Parks and Recreation considers passive recreation/open space areas to be amenities which do not generally promote an elevated heart rate when used, such as but not limited to picnic areas, off-leash dog areas, and community gardens. Park-based trails are included as passive facilities although it is acknowledged that use of trails can promote increased heart rate.

A number of built park/recreational features would also be provided with proposed development, including: public plazas, an amphitheater, a renovated deepwater dock, and shoreline boardwalk.

Proposed development would provide public access to approximately 2/3 mile of Puget Sound shoreline, as well as other shoreline-related recreational facilities. These facilities would open the Point Wells shoreline to the public, consistent with the purpose of the site's Urban shoreline designation. The deepwater dock onsite would be extensively renovated to provide public access benefits, including a pedestrian pier and public viewing and fishing areas. In addition, shops selling recreational gear would be encouraged to locate onsite, and storage for kayaks and small boats would be provided. The project would also feature a 12 to 20 foot-wide pedestrian boardwalk along the entire length of the shoreline.

Increases in population from the proposed residential uses and employees from the proposed office, commercial, and retail uses would increase the demand for parks and recreational facilities in the vicinity of the site on an incremental basis over buildout of the project. The redeveloped site under Alternatives 1 and 2 would provide many opportunities for passive and active recreational activities. However, active recreational facilities such as ball fields and sport courts would not be provided. The demand for these activities from the project would likely increase use at nearby county and city parks, including Hickman Park and City Park in Edmonds, and Richmond Beach Community Park in Shoreline. However, approximately 36 percent of the proposed housing at Point Wells would be senior housing which could lessen the demand for ball fields and other active recreational facilities, which often cater to younger adults and children.

**Table 3.12-16** shows the amount of community parks and facilities that would be needed under Alternatives 1 and 2 to meet the County's minimum park and recreation LOS standards. For this analysis, it is assumed that the new residential population onsite would consist entirely of new residents to Snohomish County, with no residents moving to the site from other areas within the county. The additional employees working onsite would also potentially contribute to some parks and recreation LOS impacts; however, these impacts are expected to be minimal and were not included in the analysis.

**Table 3.12-16**  
**PARK AND RECREATION LOS IMPACTS – ALTERNATIVES 1 & 2**

	<b>Snohomish County's Minimum LOS Standard</b>	<b>Alternative 1 (5,669 residents)</b>	<b>Alternative 2 (4,784 residents*)</b>
		<b>Needed based on minimum LOS Standard</b>	<b>Needed based on minimum LOS Standard</b>
Community Parks	1 property of new park land per 21,000 new residents	0.27 properties	0.22 properties
Community Facilities	1 new fully developed park facility per 28,500 new residents	0.20 new facilities	0.17 new facilities

*Source: Snohomish County Comprehensive Park & Recreation Plan, 2007.*

As shown in **Table 3.12-16**, Alternative 1 would generate the need for approximately 0.27 community parks and 0.20 community facilities; Alternative 2 would generate the need for approximately 0.22 acre of community parks and 0.17 acre of community facilities. Neither of the redevelopment alternatives would generate the need for an entire community park or community facility. Also, while the proposed parks and recreational facilities at Point Wells would not provide all of the features of community parks (e.g., ball fields and courts), they would provide other features of these parks (e.g., waterfront access, natural areas, and trails).

In conclusion, the increases in new residents and employees with proposed development under Alternatives 1 and 2 would result in increased demand on area parks and recreational facilities on an incremental basis over the buildout of project. The proposed parks and recreational facilities provided with the project, including public access to the shoreline, would help to address the increased demand. Also, the Applicant would pay the required County park and recreation impact fee to ensure that adequate park land and park facilities are available to serve the additional growth from the project. As a result, significant impacts on parks and recreation are not expected.

## No Action Alternative

### **Scenario A – Continuation of Existing Conditions**

Under No Action Alternative – Scenario A, no redevelopment would occur onsite at this time, and the existing land uses would remain as described under the existing conditions. It is anticipated that fire and emergency services would continue to be provided by Shoreline Fire Department and police services would continue to be provided by Shoreline Police Department under this scenario with the continuation of industrial use and the existing contracts with each department. Under Scenario A, the site would continue to be used for industrial purposes as under the existing conditions, and there would be no anticipated increase in demand for fire and emergency services or police services.

The existing industrial uses would not generate any additional students from the site and no increases in demand for public school services are anticipated. There would also be no recreational impacts from the industrial uses onsite, and the shoreline, would remain closed to public access.

### **Scenario B – Intensification of Existing Industrial Conditions**

Under No Action Alternative – Scenario B, no redevelopment would occur; the existing industrial uses would intensify in areas that are currently underused at the site. It is anticipated that fire and emergency services would continue to be provided by Shoreline Fire Department and police services would be continue to be provided by Shoreline Police Department under this scenario due to the continuation of industrial uses and the existing contracts with each department. The intensification of existing uses under and associated increase in employees onsite (approximately 100 more employees than under existing conditions and Scenario A) could result in an increase in demand for fire and emergency

service, as well as police service. However, it is anticipated that demand under Scenario B would be substantially lower than under Alternatives 1 and 2, and that the needs for these services would be identified and planned for as part of the Shoreline Fire Department's and Shoreline Police Department's annual strategic planning and budgeting process. As a result, significant impacts to fire and emergency service and police service are not anticipated.

The intensification of existing industrial uses under this scenario is not anticipated to generate any new students on the site or increase demand for public schools service. As under No Action Scenario A, there would be no recreational impacts from the industrial uses onsite, and the shoreline, would remain closed to public access.

### 3.12.3 Mitigation Measures

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The following "required/proposed" mitigation measures have been incorporated into the proposal; an additional "other possible" mitigation measure has been identified that could further minimize public services impacts.

#### Required/Proposed Mitigation Measures

- A portion of the tax revenues generated from development of the site (e.g., property taxes, construction sales taxes, and sales taxes) would help to offset the increased demand for public services.

#### **Fire and Emergency Services**

- Space for a fire facility would be provided in the commercial/office area onsite.
- All new buildings would be constructed in compliance with the current International Building Code (as amended by Snohomish County) and the current International Fire Code (as amended by Snohomish County). All new buildings would also be equipped with fire sprinkler systems.
- Adequate fire flow would be provided for all new development on site, in accordance with Snohomish County requirements.
- A secondary access road would be constructed to the site to provide an additional point of access for fire and emergency service vehicles.

#### **Police Services**

- Space for a police facility would be provided in the commercial/office area onsite.
- A secondary access road would be constructed to the site to provide an additional point of access for police vehicles.

### **Parks and Recreation**

- Approximately 34.6 acres of the site would be retained in open space with proposed development, including publically-accessible active open space, publically-accessible passive open space, and semi-private open space.
- Public access to approximately 2/3 mile of the shoreline would be provided, including a shoreline boardwalk and renovated dock.
- Approximately 1.7 miles of sidewalks and trails would be provided. These facilities would connect to trails in the Town of Woodway and City of Shoreline.
- The applicant would pay the required park and recreation impact fees in accordance with SCC 30.66A to ensure that adequate park land and park facilities are available to serve the additional growth from the project.

### Other Possible Mitigation Measures

### **Public Schools**

- Impact fees could be collected by the Edmonds School District (or Shoreline School District) to help offset potential impacts associated with proposed development. Such impact fees would be collected at the time of permit issuance in accordance with conditions for development of the site set forth by Snohomish County.

### 3.12.4      Significant Unavoidable Adverse Impacts

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With implementation of the required/proposed mitigation measures listed above, no significant unavoidable public services impacts are anticipated.

## 3.13 UTILITIES

This section of the DEIS describes the existing utilities on and in the vicinity of the Point Wells site. Potential impacts from development of the EIS Alternatives are evaluated and mitigation measures identified. The section is based on the *Overview of Utility Requirements* (September 2015) prepared by Blair McCarry Consulting and the *Electrical and Communication Memorandum* (August 2015) prepared by Stantec (see **Appendices J** and **K**, respectively).

### Methodology

The analysis of utilities is based on personal communication with utilities providers, including: Olympic View Sewer and Water District (OVSWD), Ronald Wastewater District (RWD), Snohomish County Public Utility District (PUD) #1, Puget Sound Energy (PSE), Verizon and Comcast. As appropriate, information from the most current capital facilities plans for the utilities providers is also used for the analysis. Utilities demand from the project is calculated based on accepted usage rates (see **Appendices J** and **K** for details).

#### 3.13.1 Affected Environment

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This sub-section summarizes the existing utilities on and in the vicinity of the site, including water, sewer, electricity/natural gas, and communications.

### Water

Existing water service to the Point Wells site is provided by OVWSD. OVWSD also provides water to the Town of Woodway, City of Edmonds, and the unincorporated portion of Snohomish County adjacent to the site. The primary source of OVWSD's water is the City of Seattle Tolt River System which provides approximately 60 percent of the water for OVWSD (the water from the City of Seattle originates at the South Fork Tolt River Watershed). OVWSD is connected to this water source at four locations. In 1986, OVWSD acquired Deer Creek, an independent water system with a spring-fed water source. The Deer Creek Treatment Plant, located in Woodway, provides the remaining 40 percent of the water for OVWSD.

OVWSD has four storage facilities, with a total capacity of 4.35 million gallons (MG).<sup>1</sup> The district also owns and operates its own water treatment plant tied to the Deer Creek system which handles 0.6 million gallons of water a day (MGD).

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<sup>1</sup> Snohomish County. 2015. *Capital Facilities Plan/Year 2015 Update, an element of the Snohomish County GMA Comprehensive Plan*.

In 2014, OVWSD began drilling a test well for a possible new production well. The water produced by the new well would help offset the amount of water the district purchases from Seattle Public Utilities. Subsequent to testing and analysis for a new production well, in May 2016, OVWSD began the process for the siting and drilling a second water production well at their 228<sup>th</sup> Street site<sup>2</sup>.

Existing uses on the site are currently served by 4-inch, 8-inch, and 10-inch water lines. An existing fire system is not present onsite.

(See **Appendix J** for details on existing water service.)

## Sewer

Existing sewer service to the site is provided by RWD. The site is located in Sewer Basin 24 of the district. RWD serves City of Shoreline in King County and the immediate vicinity of the site in unincorporated Snohomish County. RWD's Lift Station 13 is located approximately 0.2 mile south-southwest of the site on Richmond Beach Drive NW, and currently handles flows from the site and from upland off-site residential areas to the east. The lift station was last upgraded in 1996. Very little other sanitary sewer infrastructure exists in the vicinity of the site.

In 2002, City of Shoreline and RWD entered into an Interlocal Operating Agreement to unify sewer services with City operations. The Agreement outlines the unification process between the City and RWD which is scheduled to occur in October 2017. According to the Agreement, the City will acquire the sewer utility through an assumption.

In May 2014, City of Shoreline filed a Notice of Intent to assume RWD with the King County and Snohomish County Boundary Review Boards (BRBs). The City indicated that it is empowered to assume RWD within Shoreline and unincorporated areas outside Shoreline, as approximately 99 percent of RWD lies within the corporate limits of Shoreline. The City also cited the 2002 Interlocal Agreement with RWD.

In August 2014, the King County BRB voted to approve the City of Shoreline's proposed assumption of the portion of RWD in King County. In September 2014, the Snohomish County BRB voted to deny the City's proposed assumption of the portion of RWD in Snohomish County. In October 2014, City of Shoreline filed an appeal in Snohomish County Superior Court of the Snohomish County BRB's decision to deny the City of Shoreline's proposed assumption of the RWD in Snohomish County. The appeal was dismissed and RWD recently filed a lawsuit in King County Superior Court against OVSWD, Snohomish

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<sup>2</sup> Olympic View Water and Sewer District *Regular Business Meeting Minutes* (May 16, 2016).

County, King County, the City of Shoreline, and the Town of Woodway to confirm that RWD has the right to serve the Point Wells Project.

The site is also located in OVWSD's sewer service area. In 2014, the OVWSD began to develop an amendment to the District's 2007 Comprehensive Sewer Plan -- Amendment 2 -- to address the area of service in the site vicinity. Comprehensive Sewer Plan -- Amendment 2 (dated June 2015) was submitted to Snohomish County for review and approval in February 2016. The County Council approved the amendment in May 2016.

(See **Appendix J** for details on existing sewer service.)

## Electricity and Natural Gas

Existing electrical service to the site is provided by Snohomish County PUD #1. Currently, there is only one existing power line serving the area. It is rated 9 megawatts (MW), and is approximately 50 percent loaded, with only a small portion of the load coming from the existing Point Wells industrial development. The line has recently been updated, and is in good condition.

Existing natural gas service in the site vicinity is provided by Puget Sound Energy (PSE). However, no existing natural gas infrastructure is in place onsite to serve the existing industrial uses.

(See **Appendix J** for details on existing electricity and natural gas service.)

## Communications

The site currently has only limited communications service for phone, television, and fiber optic service. Telephone service is presently provided by Verizon. Comcast provides digital telephone service as a part of digital television and data services. Comcast also provides cable television and digital data services<sup>3,4</sup> (see **Appendix K** for details.)

### 3.13.2 Impacts of the Alternatives

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This sub-section analyzes impacts to utilities on and in the vicinity of the Point Wells site with proposed redevelopment. Impacts are expected to be similar for Alternative 1 and Alternative 2; any differences between the alternatives are noted.

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<sup>3</sup> ICF Jones & Strokes, 2009.

<sup>4</sup> Snohomish County Planning and Development Services, 2012.

## Alternatives 1 and 2

**Water**

OVWSD would continue to provide water service to the site with proposed development under Alternatives 1 and 2. In April 2015, OVWSD issued a letter of water availability for the Point Wells Project.

Proposed development under Alternatives 1 and 2 would increase the demand for water service. **Table 3.13-1** shows the estimated daily water use and peak water demand under the redevelopment alternatives. The water consumption noted as “base” in **Table 3.13-1** is based on conventional projected water usage in the region. To reduce the use of potable water with development under Alternatives 1 and 2, several water-saving options would be considered, including lower water use fixtures and equipment; treating greywater<sup>5</sup> and blackwater<sup>6</sup> from the site to reuse for toilet flushing, site irrigation, and cooling towers (see **Appendix J** for details on these water-saving options). **Table 3.13-1** shows the daily water use and peak water demand under Alternatives 1 and 2 with these water-saving options.

**Table 3.13-1**  
**DOMESTIC WATER USE W/ & W/O WATER SAVING OPTIONS – ALTERNATIVES 1 & 2**

		Total gal/per/day	Interior Use gal/per/day	Irrigation Allowance gal/per/day Av/Summer	Daily Use gal/per/day Summer	Daily Use gal/day Interior Use	Peak Demand GPM
Base	Alt. 1	77.3 <sup>1</sup>	73.4	3.9/8	81.4	461,000	1,282
	Alt. 2	77.3 <sup>1</sup>	73.4	3.9/8	81.4	389,000	1,082
Low Water (LW) Fixtures	Alt. 1	57.6	50.9	3.9/8	61.7	327,000	956
	Alt. 2	57.6	50.9	3.9/8	61.7	276,000	807
Gray Water + Low Flow Fixtures	Alt. 1	38.5	34.6	3.9/8	42.6	218,000	639
	Alt. 2	38.5	34.6	3.9/8	42.6	184,000	540
Black Water + Low Flow Fixtures	Alt. 1	38.5	34.6	3.9/8	42.6	218,000	639
	Alt. 2	38.5	34.6	3.9/8	42.6	184,000	540

**Source: Blair McCarry Consulting, 2015.**

<sup>1</sup> The 2012 *Addendum No. 1 to the Final Supplemental EIS* for the Point Wells Project indicated that OVWSD uses 77.3 gallons per person per day for domestic water use, which would be within the level of water use in the mid-range of typical city water use.

<sup>5</sup> Greywater is all wastewater generated in households or office buildings, except for the wastewater from toilets. Sources of greywater include: sinks, showers, baths, clothes washing machines, or dish washers.

<sup>6</sup> Blackwater is all wastewater generated in households or office buildings, including the wastewater from toilets.

The existing water system would be upgraded and expanded to provide both potable water and fire flow for Alternatives 1 and 2. Proposed potable water would be provided by expanding the connection to the OVWSD. The potential use of reclaimed water would require separate graywater and blackwater drainage systems for each building and an in-ground collection system. It is likely that a gravity drainage system from each building to a centralized treatment facility would be required. For reclaimed water, there would be a dedicated reclaimed water loop in the street connected to each portion of the project. Exterior irrigation systems would also be connected to the dedicated reclaimed water loop system.

Under Alternatives 1 and 2, water supply for fire protection would require 3,000 gallons per minute (gpm) for at least 2 hours or 360,000 gallons of water. In order to comply with Snohomish County Code (SCC 30.53A), a secondary supply of water is required to provide fire protection for proposed development. Some options for this secondary water supply include:

- Storage tanks that could hold 360,000 gallons of water could be provided;
- A secondary 10-inch water loop could be developed; or
- A sea water pump and distribution system for fire protection water distribution could be provided (since the site is located adjacent to Puget Sound). A separate piping system and fire hydrants would provide a backup water source for fighting fires and connecting to buildings under this option.

The Applicant would coordinate with Snohomish County and OVWSD to determine the best option to provide a secondary supply of water for fire protection. On-site water storage would be the backup plan until an appropriate option is approved.

Construction of the proposed water system under Alternatives 1 and 2 would occur as part of phased development of the site and likely would be scheduled with other infrastructure improvements (e.g., roadways, sanitary sewer, and other utilities). The existing system would be expanded to provide adequate water service and fire protection until the system is completed. Proposed phased development would likely allow gradual development of additional infrastructure, while using some of the existing water infrastructure.

It is anticipated that with the construction of the proposed water system, potentially including implementation of water consumption reduction measures, there would be adequate capacity to accommodate the increased water service demand under Alternatives 1 and 2, and no significant impacts are anticipated.

(See **Appendix J** for details on water service impacts.)

## **Sewer**

It is assumed that sewer service for proposed development under Alternatives 1 and 2 would continue to be provided by RWD. In June 2015, RWD issued a letter of sewer availability for the Point Wells Project. In the event that the City of Shoreline assumes RWD, the City would provide sewer service.

Since the site is also located in OVWSD's sewer service area, OVWSD could also provide sewer service to the site. In April 2015, OVWSD issued a letter of sewer availability for the Point Wells Project. In the event that RWD is unable to serve the project, OVWSD could provide sewer service.

Proposed development under Alternatives 1 and 2 would increase the demand for sewer service. The estimated daily sewer demand under the redevelopment alternatives is assumed to be equivalent to the daily potable water demand for interior use (see **Table 3.13-1**).

As mentioned previously, the existing on-site sewer system is limited at the site. The demand for wastewater transmission and treatment would exceed the existing infrastructure and currently planned capital improvements of RWD. Development of a new sanitary sewer collection system, with a new pump station that would direct sewage to a new service connection onsite is proposed under Alternatives 1 and 2. The potential graywater and blackwater recycling systems would be completed in conjunction with the sewer system. These systems would be separate and would direct used water into treatment systems prior to reuse in toilet flushing, irrigation, and cooling towers.

Construction of proposed sewer infrastructure would occur with phased development of the site and likely would be scheduled with other infrastructure improvements. Any replacement of the existing sewage facilities would be phased to maintain existing service until the new collection system is completed.

It is anticipated that with the construction of the proposed sanitary sewer collection system, new pump station, and new service connection there would be adequate capacity to accommodate the increased sanitary sewer demand under Alternatives 1 and 2 and no significant impacts are anticipated.

(See **Appendix J** for details on sewer service impacts.)

## **Electricity**

Snohomish PUD #1 would continue to provide electrical power to the site with proposed development under Alternatives 1 and 2. Proposed development would increase the demand for electrical service. Electricity would be used for lighting, appliances, and possibly space heating and water heating. Per the National Electrical Code, the anticipated electrical load at buildout is expected to be 45 MW for Alternative 1 and 41 MW for Alternative 2.

A 9 MW power line was recently installed that has additional capacity. However, this line does not have sufficient spare capacity through buildout under Alternatives 1 and 2. At a minimum, Snohomish County PUD anticipates the need to run two or three additional 9 MW power lines to the site. Depending on final electrical load calculations, Snohomish County PUD may need to provide a new substation, which would require a new overhead transmission line. The need for the substation and transmission line would be verified by Snohomish County PUD. All on-site power lines would be routed underground. Existing power poles on site would be removed. It is likely that development of electrical facilities would occur in a phased manner consistent with development of the site, and likely would be scheduled with other infrastructure improvements.

The proposal includes a site in the Central Village for a District Energy production facility that could supply a major share of the completed project's energy needs. The proposed biomass/sustainable energy production facility would be considered by Snohomish PUD as they size the electrical infrastructure for the site. The system would result in a very small carbon footprint (see Natural Gas below for details).

New structures and uses would conform to the most current state and local energy code requirements. "Build green" or low impact development (LID) features would be used in new buildings and site improvements wherever feasible to reduce the demand for energy and make greater use of recycled materials. The pedestrian and transit-oriented character of proposed mixed-use development would also help save energy.

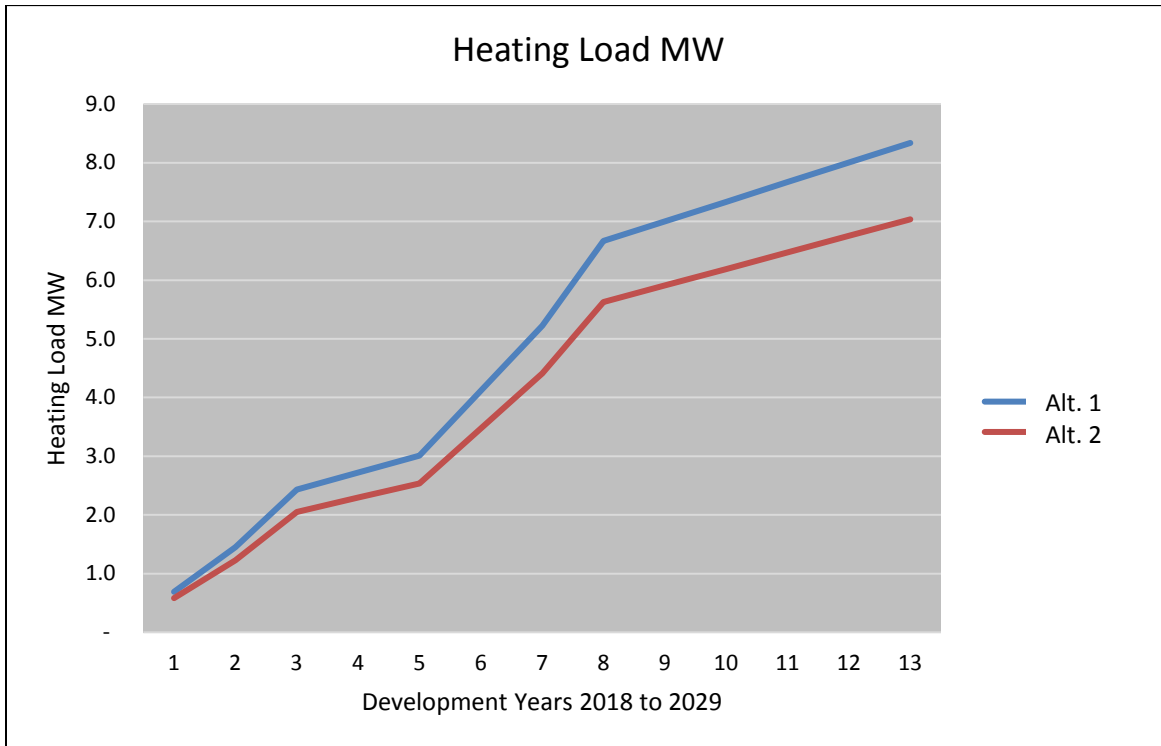
(See **Appendix J** for details on electrical service impacts.)

### **Natural Gas**

PSE currently provides natural gas services to the site vicinity; no natural gas service is presently provided to the site. Gas service would be extended to the site for space and water heating under Alternatives 1 and 2.

**Figure 3.13-1** shows the estimated increase in heating load over buildout of the Point Wells Project. Alternative 1 could require approximately 8.5 MW, and Alternative 2 could require 7.0 MW at buildout.

**Figure 3.13-1**  
**HEATING LOAD DEMAND – ALTERNATIVES 1 & 2**



*Source: Blair McCarry Consulting, 2015.*

Phased installation of a District Energy production facility is planned for the proposed development to reduce carbon emissions. The initial phase of development would use gas fired boilers as the heating load would be small. With further development, alternative heating sources would be installed, as appropriate. Biomass boilers using waste wood or pellets could provide carbon neutral heating. Alternatively, electric powered heat pumps could provide cooling in the summer and heating in the winter. The winter heat source for the heat pumps could be the Brightwater Sewage Treatment plant effluent outfall adjacent to the site and/or recovering heat from the on-site sewage flow. The biomass and/or heat pump elements would be added in modules of 1.5 MW to 3 MW. A majority of the heating energy for the Point Wells Project would eventually come from the biomass or alternative heating source.

(See **Appendix J** for details on gas service impacts)

### **Communications**

Verizon would continue to provide telephone service; and Comcast would continue to provide digital telephone, cable television and digital data services to the site with proposed development under Alternatives 1 and 2. It is anticipated that the phone, cable TV, and fiber optic service would need to be increased to carry the increased telecommunications

“traffic” to the site. The telecommunication requirements for proposed development would be calculated by the service providers. New fiber optic lines would be routed overhead to the site. It is likely that development of these lines would occur in a phased manner consistent with development of the site, and likely would be scheduled with other infrastructure improvements. It is anticipated that the telecommunications providers would need a local presence within the site to house local distribution equipment, possibly within each building or one per cluster of buildings (see **Appendix K** for details).

## No Action Alternative

### Scenario A – Continuation of Existing Industrial Conditions

Under No Action Alternative – Scenario A, no redevelopment would occur on the Point Wells site at this time. The current water, sewer, electrical, and communications systems would continue to provide service to the site at existing levels, as described under existing conditions. No natural gas service would be extended to the site.

### Scenario B – Intensification of Existing Industrial Conditions

Under No Action Alternative – Scenario B, the site would not be redeveloped with new land uses and the existing industrial uses would intensify in areas that are currently underused at the site. It is anticipated that the intensification of industrial uses would increase the demand for utilities, including water, sewer, electricity and communications. However, this demand would be less than under Alternatives 1 and 2.

It is anticipated that the increased demand for water and sewer service under Scenario B would be identified and planned for as part of capital improvements by the OVWSD and RWD, respectively. As a result, significant impacts to water and sewer service are not anticipated.

The intensification of industrial uses would likely require an increase in electrical service or the addition of natural gas service to the site. The current 9 MW power line at the site still has additional load capacity, which could potentially meet an increase in demand for power.

It is anticipated that the additional demand for communication services could be met with existing infrastructure.

### 3.13.3 Mitigation Measures

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The following “required/proposed” mitigation measures have been incorporated into the proposal; additional “other possible” mitigation measure could be identified that could further minimize utilities impacts.

## Required/Proposed Mitigation Measures

### **Prior to and During Construction**

- New structures and uses would conform to the most current state and local energy code requirements.
- “Build green” or low impact development (LID) features would be used in new buildings and site improvements wherever feasible to reduce the demand for energy and make greater use of recycled materials.

### **During Operation**

- The pedestrian and transit-oriented character of the proposed mixed-use development would help save energy.
- Methods such as low water use fixtures and equipment, and recycling of treated graywater and blackwater for reuse in toilet flushing, site irrigation, and cooling towers would be considered to reduce daily water usage at the site.
- A District Energy facility would be used to reduce carbon emissions from the site. The installation of alternative heating sources, including biomass boilers and recovery of heat from on-site sewage flow could be used to provide carbon-neutral heating, and electric powered heat pumps could provide heating and cooling.

#### 3.13.4 Significant Unavoidable Adverse Impacts

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With implementation of the required/proposed mitigation measures listed above, no significant unavoidable utilities impacts are anticipated.

### 3.14 FISCAL/ECONOMIC IMPACTS

This section of the DEIS describes the existing fiscal conditions in Snohomish County related to the project. The potential fiscal impacts from development of the DEIS Alternatives on Snohomish County and surrounding jurisdictions and economic impacts on the region are evaluated and mitigation measures identified. This section is based on the *Fiscal and Economic Impact Analysis* (September 2015) prepared by ECONorthwest (see **Appendix L**).

#### Methodology

The fiscal and economic issues addressed in this analysis are not SEPA “elements of the environment,” and are not required elements to be included in an EIS. However, SEPA rules permit these relevant considerations to be included in an EIS. For the Point Well EIS, it was decided that fiscal and economic issues should be addressed.

Fiscal impact analyses can be used to estimate the difference between the costs of providing services to a development and the revenues that will be collected by a jurisdiction from the development. Fiscal impact analyses can be used as a planning tool to project the fiscal consequences of development alternatives.

The fiscal impacts of development of the Point Wells site on the following jurisdictions are evaluated: Snohomish County, Snohomish County Fire District No. 1, City of Shoreline, Town of Woodway, Edmonds School District, Shoreline School District, and King County Fire District 4 (Shoreline Fire Department). This is not a full benefit/cost analysis. Rather, it is an evaluation of the direct impacts of development on major government revenues (e.g., taxes and fees) and expenditures (the costs to provide services).

The economic impacts of discontinuing industrial operations onsite was based on personal communications with the current site operator (Tesoro, Paramount Petroleum) and another asphalt business in the region (Targa).

(See **Appendix L** for details on the methodology used for the fiscal impact analysis.)

#### 3.14.1 Affected Environment

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The Point Wells site is currently located in unincorporated Snohomish County. Snohomish County is both a regional (countywide) and a local (unincorporated) service provider for the site. The County provides police, land use regulation and permitting, and parks and recreation services. Edmonds School District and Shoreline Fire Department are special use districts and provide school and fire service, respectively, to the site (see Section 3.13, **Public Services**, for details on public services).

The site provides revenues to the county via taxes and fees. The current (2015) total assessed value of the site is \$7,416,600. Over \$132,000 are paid in property taxes and surface water fees to the County by the owner annually.

### 3.14.2 Impacts of the Alternatives

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This sub-section identifies and analyzes the fiscal impacts to Snohomish County and surrounding jurisdictions and the economic impacts on the region with proposed redevelopment. Impacts are expected to be similar for Alternative 1 and Alternative 2; any differences between the alternatives are noted.

#### Alternatives 1 and 2

##### **Fiscal Impacts**

The fiscal impacts of Alternatives 1 and 2 are analyzed for three different scenarios: 1) Site Remains in Snohomish County, 2) Site is Annexed into City of Shoreline and 3) Site is Annexed into Town of Woodway. The impacts under these scenarios are presented as present value in 2015.

##### **Scenario 1: Site Remains in Unincorporated Snohomish County**

Under Scenario 1, Snohomish County would remain the local service provider for Point Wells, delivering local services such as law enforcement, land use regulation and permitting, and parks and recreation services. Edmonds School District would continue to provide school service and Shoreline Fire Department would continue to provide fire service to the site.

##### *Snohomish County*

**Tax Revenues:** Table 3.14-1 provides an overview of the additional general fund revenues that would accrue to Snohomish County under the proposed redevelopment alternatives. Under Alternative 1, the County would receive an additional \$20.7 million in taxes; under Alternative 2, the County would receive an additional \$18.1 million in taxes. Revenues would be less under Alternative 2 than under Alternative 1 primarily because there would be less development.

**Table 3.14-1**  
**TOTAL 20-YEAR INCREMENTAL GENERAL FUND REVENUES**  
**FOR SNOHOMISH COUNTY – PRESENT VALUE IN 2015\$**

Revenue Source	Alternative 1	Alternative 2
Property Taxes	\$5,749,800	\$4,883,000
Sales Tax on Construction*	\$11,169,900	\$9,475,800
Ongoing Sales Tax*	\$3,759,000	\$3,758,800
<b>Total Incremental Revenues</b>	<b>\$20,678,700</b>	<b>\$18,117,600</b>

**Source: ECONorthwest, 2015.**

\*County portion includes 0.9% Transit sales tax

The revenues in **Table 3.14-1** include funds to the County's Road Levy that is principally used to maintain and operate the county's roads in unincorporated areas.

**Service Costs:** The primary additional service costs for the County from the redevelopment alternatives would be from expanded law enforcement service. For the Snohomish County Sheriff, the analysis assumed that the additional number of officers to service the area would be the same as Snohomish County's current ratio of officers to population (0.85 officers per 1,000 people). This equates to five additional officers for Alternative 1 and four additional officers for Alternative 2. As shown in **Table 3.14-2**, the total 20-year net cost for the additional offices would be over \$4.9 million for Alternative 1 and over \$4.1 million for Alternative 2.

**Table 3.14-2**  
**ADDITIONAL 20-YEAR SERVICE COSTS FOR SNOHOMISH COUNTY –**  
**PRESENT VALUE IN 2015\$**

	Alternative 1	Alternative 2
Law Enforcement	\$4,927,000	\$4,178,000

**Source: Snohomish County Sheriff, ECONorthwest, 2015.**

Scenario 1 assumes that fire service would be provided through a contract with the Shoreline Fire Department. Initially, the Applicant would pay the costs of the contract. As the site is developed and properties and units are sold, it is assumed that the Homeowners Association would take responsibility for paying the cost of the contract. Alternatively, the site could be annexed into the Shoreline Fire Department, even if it is not annexed into the City of Shoreline. Snohomish County would not be responsible for fire service costs under either of these options.

For road maintenance, the primary access point to the site would be from the south via Richmond Beach Drive. Development would not likely place a large direct impact on the County's road network.

Secondary service costs to the County would include: additional administrative, permitting, and criminal justice system needs from the additional Point Wells residents and businesses.

Existing staffing levels and facilities would likely be able to absorb this incremental additional demand resulting in limited new costs.

**Revenues versus Costs:** Given the substantial amount of new revenue generated under Alternative 1 and 2, and the modest increase in law enforcement service costs, both alternatives would have strong positive impacts on the County's general fund. However, those general fund revenues do not consider marginal impacts to more regional services the county provides, such as the courts system. Those regional services could benefit from economies of scale or existing service could absorb the demands introduced by development.

**Capital Needs and Restricted Funds:** In addition to general fund revenues, Point Wells development would generate additional revenues that can only be used for capital improvements, including surface water management fees, the County's Road Levy, and real estate excise taxes (REET). As shown in **Table 3.14-3**, these sources would generate approximately \$15.6 million under Alternative 1 and \$13.3 million under Alternative 2 (Note: as long as the Applicant owns and holds the properties, the County would not realize any REET revenues). Snohomish County also imposes a transportation impact fee that would generate additional revenue for the County (see Section 3.11, **Transportation**, and **Appendix I** for details). The amount of the impact fee would be calculated after the transportation analysis is finalized.

**Table 3.14-3**  
**TOTAL 20-YEAR CAPITAL RESTRICTED FUND REVENUES**  
**FOR SNOHOMISH COUNTY - PRESENT VALUE IN 2015\$**

Revenue Source	Alternative 1	Alternative 2
Surface Water Management	\$1,351,339	\$1,145,338
County Road Levy	\$8,972,600	\$7,619,900
REET	\$3,823,200	\$3,243,900
Parks Impact Fee	\$1,512,925	\$1,276,730
Transportation Impact Fee	NA	NA
<b>Total Incremental Revenues</b>	<b>\$15,660,064</b>	<b>\$13,285,868</b>

Source: ECONorthwest, 2015.

The County would have no major on-site capital improvement expenses associated with the Point Wells project (e.g., because parks and roadways would be privately built, owned, and maintained). As a result, besides park impact fees, capital restricted revenues could be used for other projects throughout the county or to support demand for regional services generated by new residents.

Due to the additional residents from Point Wells, there would be a need to increase countywide park and recreation facilities based on the County's level of service standards.

Additional facilities include active recreation facilities (such as a playground), passive recreation facilities (such as a picnic area), over a half-mile of regional trails, over a half-mile of waterfront property, five to six additional campsites, and 43 to 51 additional parking spots (see Section 3.12, **Public Services**, for details). Total facility and property acquisition costs would be almost \$1.8 million for Alternative 1 and just over \$1.6 million for Alternative 2 over 20-years (see **Table 3.14.4**). Waterfront property acquisition and trail development account for almost 75 percent of the total costs. The park impact fees would likely offset the additional facility costs.

**Table 3.14-4.**  
**ADDITIONAL 20-YEAR FACILITY COSTS FOR SNOHOMISH COUNTY PRESENT VALUE IN 2015\$**

	Alternative 1	Alternative 2
Parks and Recreation	\$1,770,000	\$1,626,000

*Source: Snohomish County, Zillow, KOA.com, and ECONorthwest, 2015.*

Other countywide capital facility needs include the countywide road network. There could be small impacts to the road network from project traffic. However, these costs are likely relatively small given the existing network and use. Likewise, existing stormwater outfalls likely have capacity to convey the area's stormwater, and the county would incur no additional stormwater facilities costs.

#### *Edmonds School District*

**Tax Revenues:** The Edmonds School District currently has an excess levy for maintenance and construction. These levy additional taxes by the District over and above the regular/statutory rate, and they must be approved by the voters at a special or general election.

No excess or special levy can exceed the amount specifically authorized by the voters in that district. As a result, the Point Wells development would not add additional capacity to the schools levy. In the short run, additional growth in assessed value would lower the tax burden of existing voters through the increase in the area tax base. In the long run, when the district goes to voters to request replacement excess levies for operations, it is unclear whether development at Point Wells would assist or detract from passage of future requests to fund schools at an adequate level.

**Service Costs:** Over 20 years, the redevelopment of Point Wells would generate 511 additional students and 21 new classrooms under Alternative 1, and 432 students and 18 new classrooms under Alternative 2 (see Section 3.12, **Public Services**, for details).

The District is in the process of developing a 6-year Capital Facilities Plan to identify the additional capacity needed based on long-range enrollment projections and potential impacts if the State funds class size reduction. The average elementary school size in Shoreline is approximately 500 students, which is about the total number of students

generated by the project over 20 years. However, this analysis assumes that all the additional classrooms would be met through new portable classrooms on each school's campus. One portable classroom costs \$300,000.

Total 20-year net cost would be almost \$9.1 million for Alternative 1 and just over \$8.3 million for Alternative 2 to cover the cost for additional classrooms (portables) and teachers (see **Table 3.14-5**).

**Table 3.14-5**  
**ADDITIONAL 20-YEAR SERVICE COSTS**  
**FOR EDMONDS SCHOOL DISTRICT- PRESENT VALUE IN 2015\$**

	Alternative 1	Alternative 2
Schools	\$9,098,000	\$8,309,000

*Source: Edmonds School District, ECONorthwest, 2015.*

**Revenues versus Costs:** Given the complexity and uncertainty in funding schools with the property tax, it is difficult to assess how development at Point Wells would impact the district's finances. Development would introduce new demands for service and would contribute to a larger tax base for future funding. However, the district relies on voted measures to meet much of its operating and capital needs, so it is difficult to assess how growth at Point Wells would impact that process. The incrementally larger assessed value base in the district with the proposed project would allow for lower effective tax rates needed to reach target funding levels. In this regard, growth associated with Point Wells could lower the perceived burden on any individual taxpayer making them relatively more likely to support a voted tax measure.

Another consideration is the implementation of a school impact fee to fund needed capital improvements. The Edmond's School District currently does not impose an impact fee. A future fee could generate additional revenue for the district to pay for incremental demands placed on its facilities from future growth.

### *Surrounding Jurisdictions*

The Point Wells site is located in the extreme southwestern corner of Snohomish County, immediately north of the City of Shoreline and west of the Town of Woodway (see **Figure 2-2**). Given this location, if the site remains in unincorporated Snohomish County, the surrounding jurisdictions could experience impacts on the provision of services (e.g., police service, parks and recreation service and roads maintenance), even though they are not the principle provider of these services. These jurisdictions would not receive revenues from property taxes and sales tax on construction to offset the costs of providing these services. However, they would receive additional revenues from sales taxes for taxable items purchased their jurisdictions by site residents and employees.

Scenario 2: Site Annexed into City of Shoreline

Scenario 2 assumes that the site would be annexed into the City of Shoreline and the City would become the local service provider. This scenario also assumes that Shoreline School District and Shoreline Fire Department would annex the site and provide services.

*City of Shoreline*

**Tax Revenues:** Alternative 1 would provide approximately \$15.5 million dollars in additional tax dollars for the City of Shoreline's general fund; Alternative 2 would provide a little less with a total of approximately \$13.5 million dollars in general fund revenues (see **Table 3.14-6**). The lower amount of property tax revenue under Alternative 2 is the primary reason for the difference.

**Table 3-14-6**  
**TOTAL 20-YEAR INCREMENTAL GENERAL FUND REVENUES**  
**FOR SHORELINE – PRESENT VALUE IN 2015\$**

Revenue Source	Alternative 1	Alternative 2
Property Taxes	\$8,371,800	\$7,109,700
Sales Tax on Construction	\$4,747,200	\$4,027,200
Ongoing Sales Tax	\$1,597,600	\$1,597,500
Utility Taxes	\$835,200	\$727,300
<b>Total Incremental Revenues</b>	<b>\$15,551,800</b>	<b>\$13,461,700</b>

Source: *ECONorthwest, 2015.*

**Service Costs:** The primary additional service costs for the City would be expanded law enforcement services. For the Shoreline Police Department, the analysis assumed that the additional number of officers to service the area would be the same as the City's current ratio of officers to population (0.98 officers per 1,000 people). This equates to six additional officers for Alternative 1 and five additional officers for Alternative 2. Total 20-year cost for the additional offices would be almost \$7.8 million for Alternative 1 and just over \$6.5 million for Alternative 2 (see **Table 3.14-7**).

**Table 3.14-7**  
**ADDITIONAL 20-YEAR SERVICE COSTS FOR SHORELINE –**  
**PRESENT VALUE IN 2015\$**

	Alternative 1	Alternative 2
Law Enforcement	\$7,831,000	\$6,505,000

Source: *Shoreline Police Department, ECONorthwest, 2015.*

**Revenues versus Costs:** If the site is annexed into the City of Shoreline, given the substantial amount of new revenue generated under both alternatives, and the modest increase in law enforcement service costs, both alternatives would have strong positive impacts on the

City's general fund. However, those general fund revenues do not consider marginal impacts to general services the city provides such as general administration or long range planning. These services could benefit from economies of scale or existing services could absorb the demands introduced by development and incorporation into a larger city.

**Capital Needs and Restricted Fund Impacts:** In addition to general fund revenues, Point Wells development would generate additional revenues that could only be used for capital improvements, including REET and transportation impact fees. These sources would potentially generate approximately \$8.7 million in revenues under Alternative 1 and \$7.4 million in revenues under Alternative 2 (see **Table 3.14-8**) (Note: as long as the Applicant owns and holds the properties, the City would not realize any REET revenues).

**Table 3.14-8**  
**TOTAL 20-YEAR CAPITAL RESTRICTED FUND REVENUES FOR SHORELINE –**  
**PRESENT VALUE IN 2015\$**

Revenue Source	Alternative 1	Alternative 2
REET	\$4,136,800	\$3,510,300
Impact Fees	\$4,558,001	\$3,902,125
<b>Total Incremental Revenues</b>	<b>\$8,694,801</b>	<b>\$7,412,425</b>

*Source: ECONorthwest, 2015.*

The City would not have any major capital improvement expenses onsite associated with Point Wells. As a result, these revenues could be used for other projects throughout the city.

### Scenario 3: Site Annexed into Town of Woodway

Scenario 3 assumes that the site would be annexed into the Town of Woodway. The City would become the local service provider, including police and fire service. Edmonds School District would continue to provide school service to the site.

#### *Town of Woodway*

**Tax Revenues:** Alternative 1 would provide approximately \$18 million in additional tax revenues for the Town of Woodway's general fund; Alternative 2 would provide slightly less, with a total of \$15.6 million in general fund revenues (see **Table 3.14-9**). The difference in revenues between the two alternatives is primarily due to less property tax and sales tax on construction under Alternative 2.

**Table 3-14-9**  
**TOTAL 20-YEAR INCREMENTAL GENERAL FUND REVENUES**  
**FOR WOODWAY – PRESENT VALUE IN 2015\$**

Revenue Source	Alternative 1	Alternative 2
Property Taxes	\$10,959,700	\$9,300,500
Sales Tax on Construction	\$4,747,200	\$4,027,200
Ongoing Sales Tax	\$1,597,600	\$1,597,500
Utility Taxes	\$723,900	\$630,400
<b>Total Incremental Revenues</b>	<b>\$18,028,400</b>	<b>\$15,555,600</b>

Source: ECONorthwest, 2015.

**Service Costs:** The primary additional service costs for the Town of Woodway would be expanded law enforcement, fire, administrative, and park and recreation services. The police department would need seven additional officers under both alternatives. Total 20-year cost for the additional officers would be almost \$10.7 million for both alternatives. For fire service, it is assumed that the Town of Woodway would create its own fire department, requiring 12.6 new full time staff, equipment, a station, and vehicles. For the first five years of the development an aid car crew and two staff would serve the area under both alternatives, and by year six, a station would be constructed along with an additional fire engine and staff members under both alternatives. Total 20-year cost for the additional fire service would be approximately \$13.5 million for both alternatives. Administrative and park and recreation services would require one additional full-time employee under both alternatives, totaling a 20-year cost of \$1.4 million (see **Table 3.14-10**). Secondary service costs would include additional administrative and permitting needs from the additional development and future residents and businesses. Existing staffing levels and facilities in the Town of Woodway would likely be inadequate and a sizable increase in the City's administrative staff and functions would be needed.

**Table 3-14-10**  
**TOTAL 20-YEAR INCREMENTAL SERVICE COSTS**  
**FOR WOODWAY – PRESENT VALUE IN 2015\$**

Revenue Source	Alternative 1	Alternative 2
Fire	\$13,512,000	\$13,512,000
Law Enforcement	\$10,650,000	\$10,650,000
Parks and Recreation	\$1,400,000	\$1,400,000
<b>Total Incremental Revenues</b>	<b>\$25,562,000</b>	<b>\$25,562,000</b>

Source: ECONorthwest, 2015.

**Capital Needs and Restricted Fund Impacts:** In addition to general fund revenues, development would generate additional revenues that could only be used for capital

improvements, specifically REET. REET revenues would generate approximately \$4.8 million under Alternative 1 and \$3.5 million under Alternative 2 (see **Table 3.14-11**). Since both on-site parks and transportation facilities would be privately owned, built and maintained, there would be limited direct costs for capital facilities in the area.

**Table 3.14-11**  
**TOTAL 20-YEAR CAPITAL RESTRICTED FUND REVENUES FOR SHORELINE –**  
**PRESENT VALUE IN 2015\$**

Revenue Source	Alternative 1	Alternative 2
REET	\$4,817,500	\$3,510,300
Impact Fees	\$0	\$0
<b>Total Incremental Revenues</b>	<b>\$4,817,500</b>	<b>\$3,510,300</b>

*Source: ECONorthwest, 2015.*

The City would not have any major capital improvement expenses onsite associated with Point Wells. As a result, these revenues could be used for other projects throughout the city.

### **Economic Impacts**

#### **Industrial Land Use Impacts**

The industrial land use impacts with redevelopment of the Point Wells site would relate to the ability of the current industrial uses to meet their needs at different locations in the region with minimal additional costs. The following analysis focuses on the short-term impacts of eliminating the current industrial uses onsite with redevelopment under Alternatives 1 and 2.

Based on conversations with Tesoro and Paramount Petroleum (the current operators at the site), as well as Targa (another asphalt businesses in the region), it is likely that any potentially negative regional economic impacts from the loss of marine fuel and asphalt facilities onsite with proposed redevelopment under Alternatives 1 and 2 would be relatively small and short-term, as described below.

#### **Marine Fuel**

The loss of marine fuel storage and transportation at the site would not likely alter the supply of or demand for marine fuel in the region. If the Point Wells facility is not available, ships may have to dock further north at Tesoro's Anacortes facility to unload fuel. Trucks would then have to drive farther to deliver marine fuel to points in Seattle and Tacoma. If docking and marine fuel transfer is shifted to Anacortes, additional travel time would increase the cost per trip by adding approximately one hour and 15 minutes of additional travel time. The primary additional costs would be driver compensation and truck fuel consumption. There are currently 275 truck trips per year from the Point Wells facility,

which equates to 344 additional hours of travel time per year. On a per trip basis, this additional cost likely would be relatively small. The relatively small cost increase, along with the limited alternative locations for storing marine fuel would likely not change the demand for marine fuel in the region. In addition, because Tesoro operates both sites, the reduction in Point Wells as a potential marine fuel storage location is unlikely to significantly alter competition in the Seattle market.

In terms of supply, there may or may not be enough capacity for fuel storage at Anacortes or other docks, which could add some additional short-term cost. In the long run, Tesoro is likely to adjust by either expanding capacity at their Anacortes site or give up market share to other companies, producing at lower marginal cost.

### *Asphalt*

The loss of the asphalt mixing and storage at Point Wells would not alter the supply of or demand for asphalt in the region. The Tacoma-based asphalt supplier Targa indicated that the elimination of Point Wells' asphalt storage business has been anticipated for some time. They further stated that Targa and the other Tacoma and British Columbia asphalt providers would not have a problem providing asphalt to Point Wells' current customers. The cost of transporting asphalt from either of those locations to customers in Point Wells' current range would not be prohibitive, and in the event that Point Wells asphalt operations are eliminated, Tacoma and British Columbia providers would take over Point Wells' former customers.

Unlike in the marine fuel industry, the elimination of Point Wells from the asphalt mixing and storage market could have some impacts on regional competitiveness in this industry. Although transportation costs may not significantly change, the reduction of Point Wells could concentrate market share among fewer competitors, which could drive up cost to consumers. However, given Point Wells' relatively minor position in the Seattle market and greater competition from Tacoma and British Columbia-based suppliers, Point Wells' absence is unlikely to significantly impact competition in this area.

### Direct Economic Costs

Closing the Point Wells industrial plant would likely result in some short-term economic damage due to reduction in economic activity and employment in the area. Some of this economic damage could be mitigated with regional adjustments in employment and economic activity. For instance, Tesoro may be able to transfer some of its workers to their larger facilities in Anacortes. Also, the proposed redevelopment would add office/retail employment at the site.

### Environmental Benefits

There could be substantial environmental benefits from proposed redevelopment. All of the EIS alternatives assume that phased cleanup of contaminated soils and groundwater onsite would occur under the oversight of EPA. The resultant environmental benefits from these actions would provide private benefits to future residents and landowners, as well as

potential spillover public benefits to residents in Richmond Beach and other nearby neighborhoods. In addition, a private developer paying to clean up the soils in the near-term could prevent future cleanup costs potentially borne by public taxpayers.

## No Action Alternative

The fiscal impacts to Snohomish County and surrounding jurisdictions under the No Action Alternative would be the same as described under existing conditions. The County would continue to provide police, land use regulation and permitting, and parks and recreation services. Edmonds School District and Shoreline Fire Department would continue to provide school and fire service, respectively, to the site. Property taxes and surface water fees would continue to be paid to the County by the site owner.

The economic impacts under the No Action Alternative would depend on the underlying cause for any future land use changes at Point Wells. The bullets below summarize the potential impacts under the two No Action scenarios and options associated with the No Action Alternative.

### **Scenario A – Continuation of Existing Conditions**

Under No Action Scenario A, no redevelopment would occur on the Point Wells site at this time. The existing buildings/structures and infrastructure would continue to age and degrade over time. The existing land uses and site coverage would remain as described under existing conditions.

- If the **current uses stay the same**, any increase or decrease in costs for marine fuel or asphalt could not be attributed to a change in action onsite.
- If the **current uses go away** due to changes in land use on the site, the impacts would be similar to the redevelopment alternatives described above, assuming the demand for marine fuel and asphalt are similar today.
- If the **current uses go away** due to competitor facilities taking their business, the impacts would be minimal given that other facilities could better meet the needs of the market.
- If the **current uses go away** due to a decrease in overall demand, any increase or decrease in costs for marine fuel or asphalt could not be attributed to a change in action onsite.
- If **current uses contract** due to a decrease in overall demand, any increase or decrease in costs for marine fuel or asphalt could not be attributed to a change in action onsite.
- If **current uses contract** due to changes in land uses, negative economic impacts would be minimal and similar to the redevelopment alternatives described above.

### **Scenario B – Intensification of Existing Industrial Conditions**

Under No Action Scenario B, no redevelopment would occur on the site at this time. Existing industrial uses would intensify into existing currently underused facilities onsite, and are assumed to include an increase in asphalt operations, marine fueling operations, and light fuel storage/distribution

- If the **current uses expand**, it is likely to meet increasing demand for marine fuel and/or asphalt in the region. In the short-term, this would have positive economic impacts due to increased hiring and through supporting economic growth in the region.

#### 3.14.3 Potential Mitigation Measures

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The following “required/proposed” mitigation measures have been incorporated into the proposal; “other possible” mitigation measures are identified that could further minimize the potential for fiscal/economic impacts.

##### Required/Proposed Mitigation Measures

- The Applicant would contribute to on-site facilities (e.g., space for Snohomish County police and Shoreline fire service) or could provide a financial contribution for supportive facilities offsite.

##### Other Possible Mitigation Measures

### **Scenario 1: Site Remains in Unincorporated Snohomish County**

- An inter-local agreement between Snohomish County and City of Shoreline and Town of Woodway could be executed to direct some tax revenues to the cities.
- Edmonds School District could adopt an impact fee requirement to generate additional revenue for the district to pay for incremental demands placed on its facilities from future growth.

### **Scenario 2: Site Annexed into City Shoreline**

- The Applicant could contribute to on-site (e.g., space for Shoreline police and fire service) or provide a financial contribution for supportive facilities offsite.
- The Applicant could pay Shoreline Fire Department for enhanced fire service to the site during construction.
- Shoreline School District could adopt an impact fee requirement to generate additional revenue for the District to pay for incremental demands placed on its facilities from future growth.

**Scenario 3: Site Annexed into Town of Woodway**

- The Applicant could pay Town of Woodway for short-term staff increases for permitting and administration.
- The Town of Woodway could adopt a parks impact fee requirement.
- The Applicant could contribute to on-site facilities (e.g., space for Town of Woodway police and fire service) or provide a financial contribution for supportive facilities off-site.
- The Applicant could pay Woodway Fire Department for enhanced fire service during construction.
- Alternative fire service provision options could be explored, such as expanded contract service or annexation into a fire district.
- Alternative police service provision options could be explored, such as contract police service.

**3.14.4 Significant Unavoidable Adverse Impacts**

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With the implementation of the required/proposed mitigation measures listed above, no significant adverse fiscal or economic impacts on Snohomish County are anticipated. If the site remains in Snohomish County, impacts on the finances of surrounding jurisdictions (e.g., the Town of Woodway and City of Shoreline) would occur to provide public services to the Point Wells Project. If the site is annexed to the Town of Woodway or to the City of Shoreline, fiscal impacts to the respective jurisdictions would occur as well. It is uncertain if the impacts under each of these scenarios would be considered significant. With implementation of the possible mitigation measures listed above, these impacts could be reduced.

# **Acronyms and Definitions (To Be Provided)**

## CHAPTER 4

### ACRONYMS AND DEFINITIONS

To Be Provided

# **References (To Be Provided)**

## CHAPTER 5

## REFERENCES

To Be Provided

# **Distribution List (To Be Provided)**

## CHAPTER 6

### DISTRIBUTION LIST

To Be Provided

# Scoping Summary

# Secondary Access Report

# Subsurface Conditions Report

# Air Quality Report

# **Targeted Stormwater Site Plan Report**

# Critical Areas Report

# Noise Report

# **Historic and Cultural Resources Report**

# Transportation Report

# **Point Wells Development Overview of Utility Requirements**

# **Electrical and Communication Memorandum**

# **Fiscal and Economic Impact Analysis**